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FROM

Hon. Wm. E. Chandler.

16 Mar. 1893.







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HISTORY



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OF THE

UNITED STATES NAVY-YARD,

PORTSMOUTH, N. H.

PREPARED BY ORDER OF

THE HON. SECRETARY OF THE NAVY,

UNDER THE DIRECTION OF

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Hon. Wm. E. Chandler,
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HISTORY OF THE UNITED STATES NAVY-YARD, PORTSMOUTH, N. H.

INTRODUCTORY.

THE NAVAL HISTORY OF PORTSMOUTH HARBOR, 1603–1800.

1603. Martin Pring, the first European visitor to the waters of the Piscataqua, on which the Portsmouth or Kittery navy-yard is located, of whom we have any knowledge, entered its waters in the spring of 1603, with two vessels of small size, the *Speedwell*, a ship of 100 tons and 30 men, and the bark *Discoverer*, of 50 tons and 20 men. These vessels were fitted out by the mayor, aldermen, and merchants of Bristol, in England, for the avowed purpose of "extending the discovery of the northern portions of Virginia, in the countrie of America." After discovering Penobscot Bay and River and York River, Pring continued his voyage along the coast westward until he arrived at the Piscataqua River, which he calls "Westernmost River." After anchoring the *Speedwell* in the lower harbor, he made an excursion in the little *Discoverer* 12 or 14 miles inland, and as it was the leafy month of June, which was well calculated to impress the voyager, it is not surprising that he says: "The river Pishcataqua, which is the westernmost river, and the one which pierceth furthest inland, is a noble sheet of water, and of great depth, with beautiful islands and heavy forests along its banks."

1605. Samuel de Champlain in 1605 sailed from Havre de Grasse, in France, on a voyage of discovery to northern Virginia, as New England was then called, and on the 15th of July following sighted the Isles of Shoals, as they are now called, and the "Cape of the Isles," as he named what is now known as Odiornes Point, at the mouth of Portsmouth Harbor. Sailing up the Piscataqua several miles, and discovering no natives, he altered his course to the southward, and two days later discovered "a grate and wide river, which he named 'Riviere des Gas,'" probably the Merrimac.

1607. Popham's colony was established at Saghadoc in 1607, and doubtless many of his and other adventurers followed these pioneers into the Piscataqua and its neighborhood in pursuit of fish with which the waters were teeming, but we hear of none until 1610, when Sir Samuel Argall in a ship called the *Discovery*, and Sir George Somers in the *Patience*, sailed from Virginia for Bermuda, and being driven out of their course by a hurricane, and carried north, probably by the unknown influence of the Gulf Stream, entered the Penobscot. There the vessels separated and the *Patience*, a frail cedar-built ship, with no

iron at all, "but one bolt in her keele," finally succeeded in reaching her destination. Argall in the *Discovery* spent the whole summer in cruising and fishing up and down the coast of Maine, and the account of his voyage in Purchas Pilgrims puts it beyond a doubt that Sir Samuel must have frequently during the summer made a harbor at the Isles of Shoals, and doubtless was prompted to explore the neighboring waters of the Piscataqua.

1613. In 1613 he renewed his visits to the coast as a pilot and convoy to a fleet of fishing vessels which set out from Virginia, according to their yearly custom, to fish.

1614. The next year the redoubtable Capt. John Smith, then at the ripe age of 37, sailed from the Downs with two ships for the purpose of trade and discovery, and arrived at Newfoundland April 30, 1614. He there built several boats, which he probably employed fishing, whilst he in a small boat with eight men examined all the coast from Penobscot to Cape Cod, trading with the natives as he passed from place to place, entering various bays and rivers, and making surveys of the harbors. In this way he visited the Isles of Shoals, giving them the name of Smith's Islands, and sailed up the Piscataqua some 20 miles, describing it "as a safe harbor with a rocky shore." He sailed for England on the 18th of July in one of his ships, and on his arrival in London the last of August, presented his map of the country from the Penobscot to Cape Cod to Prince Charles, with the request that the country might be called New England. This chart, the first of the coast ever made, and which is sufficiently accurate for the recognition of its most prominent features, he caused to be published in 1616 with a description of the country. It is a little singular that this map designates what is now Portsmouth, N. H., by the name of Hull, and gives to Kittery and York the name of Boston, if the date of the map can be relied on, full four years before Boston was settled, and long before Hull was thought of.

1615. At this early date the English are said to have had 170 vessels every year in the Newfoundland fisheries, while the French, Portuguese, and Spaniards had altogether about 300. In 1615 Capt. Smith resolved to take possession of, and permanently settle in the new country, and sailed in March from Plymouth with that intent, with two ships laden with immigrants and supplies. The voyage was a succession of disasters. He was several times chased by pirates, and near Flores was taken by a French vessel of war, which kept him a prisoner but allowed the crew to return to Plymouth with the vessel. The French vessel was really a pirate, and Smith assures us that he was compelled to take part in many a buccaneering enterprise, until in a storm in the Bay of Biscay he succeeded in deserting in an open boat all alone and reached Rochelle, whence he returned to England, where he had long been given up for dead. The pirate ship he had abandoned, less lucky, was totally wrecked in the storm and nearly all her crew perished.

While on board the pirate he wrote the account of his voyages to New England, which was published in 1616, after his escape. But for his untoward capture Capt. Smith would have been the founder of Maine and New Hampshire. In a statement to His Majesty's commissioners, probably written about 1624, he says he has spent five years and more than £500 in the service of Virginia and New England; yet, he continues, "in neither of those two countries have I one foot of land, nor the house I builded, nor the ground I digged with my own hands, nor ever any content or satisfaction at all, and though I see ordinarily those two countries shared before me by them that neither have them nor know them but by my descriptions." He was the first to recommend the settlement of New England.

1621. In 1621 Capt. John Mason, a merchant of London, and afterwards the governor of Newfoundland and engaged in its fisheries, became interested in a scheme of trading with New England and forming a permanent settlement on its coast, and on the 10th of August, 1622, the council in England, established by a royal charter "for planting, ruling, ordering, and governing of New England in America," of which he was the secretary, granted to him and to Sir Ferdinando Gorges jointly "all the land situated in between the rivers Merrimack and Sagadahock, extending to the Great Lakes and the river of Canada," by the name of "Laconia." Having admitted several merchants of London as associates, they assumed the name and title of "The Company of Laconia." Arriving, as is supposed, in the month of May, at the Piscataqua, they erected on the peninsula now known as Odiorne's Point, their post house, and the first house built in New Hampshire, under the direction of Mr. David Thompson, which they named "Masons Hall." There are no remains of this building at the present time, but it was doubtless a garrison house or fortified post for the settlers to rally at in case of attack. A few rods southwest of Masons Hall they erected their fish flakes on a knoll, which retains the name of Flake Hill. A number of the graves of these early settlers are still to be seen near the site of the fort, with the moss-covered stones at the head and foot of the graves, just as they were placed two hundred and fifty years ago. A walnut tree and a pear tree, both of immense size and perhaps of equal age with the graves, stand like sturdy sentinels over their silent tenants.

1631. The second house built on the Piscataqua was raised by Humphrey Chadbourn in 1631, near the banks of the river, about 3 miles from its mouth, and within the limits of what is now the most populous part of the city of Portsmouth; other buildings followed rapidly.

1632. A year later, in 1632, the plantations on the Piscataqua River united to fit out four pinnaces and shallops, manned by 40 men, which proceeded with the bark *Blessing of the Bay*, of 30 tons, from Boston, having 20 men on board, to Pemaquid Point, to capture one David or

Dixy Bull, and 15 others, who had committed several acts of piracy and rifled the fort at Pemaquid. The pirates, however, had flown, and so escaped arrest. This, beyond a doubt, is the first naval expedition of a warlike nature ever fitted out from the Piscataqua. It is probable, says Cooper, that the party was composed of fur traders from Virginia, and that their conduct appeared to the Puritans of the East so light in general that some trifling excesses were misconstrued into piracy.

1639. April 3, 1639, Charles I, King of England, granted to Sir Ferdinando Gorges "a part or portion of the country of America commonly called New England," and orders that "the portion of the mainland and premises aforesaid shall forever hereafter be called and named the Province or Country of Maine" (York Records, Book A, p. 1), and September 6, the same year, Sir Ferdinando Gorges commissions Thomas Jocelin, Richard Vines, Francis Champernon, and others as councellors, and appoints Richard Vines his steward-general (York Court Records, Book A, p. 26).

1645. May 3, 1645, Richard Vines grants the two islands now known as Navy-yard and Seavey's Island, on which the United States navy-yard in Portsmouth Harbor is situated, to Thomas Furnell, shipwright, for a yearly rent of 2 shillings and 6 pence, as appears by the following deed, which is recorded in the registry of deeds of York County, Alfred, Maine, Vol. 1, page 16, under date October 16, 1651.

These presents witness that I, Richard Vines, steward-general of the province of Mayne, have given and granted unto Tho. Furnell, the sonn of Renard Furnell, of Piscataqua River, Chirurgeon, for and in the behalf of Sir Ferdinando Gorges, Knt., and proprietor of the s'd province of Mayne, two islands lying and being on the northeast side of Piscataqua River afores'd, commonly called or known by the name of Puddington Islands, the s'd Thomas Furnell yielding and paying inn to the s'd Sr. Ferdin Gorges his heirs and assigns, two shillings and six pence yearly.

Given under my hand this third day of May, 1645.

RICHARD VINES.

This deed I know and acknowledge to be Mr. Richard Vine's, his act and deed written with his own hand, BY me.

EDW. GODFREY, *Gov'r.*

Recorded this 16 Oct., 1651.

Vera copia, copia. By ED. RISHWORTH, *Record'r.*

These two islands prior to this grant had been occupied by a John Puddington as a place for drying his fish, and thence obtained the name of Puddington Islands. Probably he claimed proprietorship from right of possession, for in 1671 we find:

Thomas Fernald, of Kittery, in the County of York, shipwright, and Temperance, his wife, deeding "for and in consideration of the natural affection, love, and good will, w'ch we doe beare unto or beloved brother, William Fernald, of the same Kittery, shipwright, as alsoe for the fullfilling of the last will of or dere father, Renald Fernald, deceased, and for other good reasons, etc., one of these islands [that purchased by the United States Gov't in 1800], as commonly called or known by the name of Lay Clayme, or by what other name or names

whatsoever, the sayd William Fernald, his heyres," etc., "paying or causing to be payd, his proportion of the rent to the lord proprietor, *if demanded*, and save and keepe harmless the sayd Thomas Fernald, his heyres and executors, forever."

William Fernald, sr., in his will, dated June 15, 1724, approved September 2, 1728, bequeaths unto his eldest son, William, "the island whereon I formerly dwelt, commonly called and known by the name of Lay Claim Island, with the dwelling house and all outhousing, gardens, orchards, etc.," and "having given him one-half of said island when I first left it, and went over to the main to live, the other half I give and resign to him now, he paying me fifty pounds for the stage point according to agreement, and to pay me one hundred pounds more in current passable money of New England, on or before the first day of June next ensuing the date hereof, and to summer me and my wife, Elizabeth, during our natural lives twelve sheep yearly, and to provide and bring in place at my house a proportionate part of firewood, which I and your mother may have occasion to burn, with the rest of your four brothers, yearly during my and my wife's natural life."

June 16, 1794, John Fernald, jr., of Middleton County of Strafford, N. H., in consideration of the sum of $650, deeds the same island containing 50 acres more or less, and commonly known by the name of "Lay Claim Island," to James Sheafe, of Portsmouth, in the county of Rockingham, merchant. John Fernald, jr., was probably a son or grandson of William, who inherited the Island in 1728.

September 29, 1794, James Sheafe, for the consideration of £500 lawful money of the State of New Hampshire, sold the island "commonly called Lay Claim or Fernald Island, being the same which I bought of John Fernald," to William Dennett, of Kittery, mariner.

June 12, 1800, William Dennett, jr., and Sarah, his wife, for the consideration of the sum of $5,500, deeds the island to the United States of America, specifying it "as the whole of a certain island lying in Piscataqua River, in Kittery aforesaid, opposite the town of Portsmouth, and at the distance of about three-quarters of a mile from said Portsmouth, which island was formerly called Lay Claim Island, afterwards Fernald's Island, and now called Dennett's Island, and contains 50 acres be the same more or less," * * * "and have full power and lawful authority to grant and convey the same, and that the said premises are free and clear of all and every incumbrances whatsoever, and that I, my heirs, executors, and administrators, shall and will warrant the same to the United States of America against the lawful claims and demands of any person or persons whatsoever."

Thus from the original grant in 1639 to Sir Ferd. Gorges, through the successive ownerships of Thomas Furnell, shipwright, 1645; William Fernald, shipwright, 1728; John Fernald, jr., yeoman, 1794; James Sheafe, 1794, and William Dennett, 1800, under the various names of Puddington, Lay Claim, Fernald, and Dennetts Island, the Navy-yard Island came into the possession of the United States, June 12, 1800.

The title to Seaveys Island, purchased for the United States in 1866, can be just as clearly traced, but having been cut up into farms and house lots, and sold to different purchasers, the deeds are too numerous to be even referred to here, but will be found in the appendix. The title to the Navy-yard Island was examined by Jeremiah Smith, United States Attorney for the district of New Hampshire, June 12, 1800, at the request of Jacob Sheafe, esq., naval agent, and pronounced good.

Dr. Reginald Fernald was one of the first emigrants to New Hampshire; George Fernald, a descendant, was born on the Navy-yard Island in 1724. The island was a family inheritance and would now be the property of the heirs of Capt. Daniel Fernald, who died in 1866, aged 98 years 3½ months, had not the right of primogeniture been abolished. When the records were searched to establish the United States title, it was found the island was to descend to the oldest male heir from generation to generation "so long as the grass grows and the waters run."

Shipbuilding was an early and soon became an extensive branch of industry on the Piscataqua. Foreign merchants could build vessels there at a lower price than elsewhere, and it was natural that Government should avail itself of the facilities it offered for the construction of vessels of war. Surveys were made of the harbor, and as early as 1650 there are records of timber for masts being selected and marked with the "Broad arrow," as the property of the Crown.

In 1680 forty-nine vessels entered the harbor of Portsmouth.

1690. The *Falkland*, or, as sometimes spelled, the *Faulkland*, a 54-gun ship, built in 1690 by Mr. John Taylor, by order of the British Government, for the royal navy, was the first ship of war built on this side of the Atlantic. She was a fourth rate of that date, and is called by Cooper in his naval history, "the first ship of the line built in America," though of a new and larger ship of the same name on the English navy list of 1748, it is noted she was "of a class not to be put into the line of battle except on very extraordinary occasions." The first British 74-gun ship was the *Royal Oak*, of 1,107 tons, launched in 1694, In a list of the ships added to the royal navy since November 5, 1688, we find mentioned the *Falkland*, fourth rate, built in New England by Mr. John Taylor, added to the navy March 2, 1695, 637 tons. Establishment: war, 226 men 54 guns at home, 115 men abroad; peace, 149 men 42 guns at home." In a manuscript volume giving a list of ships. etc., lost, captured, or put to other uses, or sold, between 1696 and 1730, there is noted "the *Falkland*, 34 culverins, 10 sakers, lost on the coast of Ireland, May 1699."

Launching a ship in those early times was an event of great importance, and always attended by all persons of both sexes living in the vicinity, who expected an ample supply of good cheer, rum for the men, and wine for the women. We read in the life of Sir William Pepperell that on the occasion of his launching a vessel at Saco, in 1696, designed

for trading purposes, he allowed, and sent down from Portsmouth to his agent, a barrel of wine and a barrel of rum for the festivities of the occasion, and that the vessel was launched with her sails bent, it being "dangerous tarrying on account of the hostile Indians in the vicinity," and "expensive to keep the men upon pay." There is no account extant of the launch of the *Falkland*, but there can be no doubt that the launch of so large a vessel, and the first man-of-war built on this side of the Atlantic, was properly celebrated in accord with the spirit of the times.

Sir William Phipps sailed with the squadron from Hull, near Boston, on the 9th of August, 1690, on his first fruitless expedition against Quebec, which, says Lediard, "lost the colony of New England £40,000." It is not impossible the new ship just launched at Portsmouth may have formed one of the vessels of this expedition. I have been unable to find a list of his vessels.

The name of the *Falkland* was long continued in the British navy. In 1707 the *Falkland* 50, Capt. John Underdown, the largest of three ships—the *Medway* 48 and *Nonsuch* being the other two—formed a squadron on the Newfoundland station, which completely destroyed the French fishery, both on the banks and coast of that island, and burnt one French ship of 32 guns, one of 20, and took two of 20 each. She arrived with Sir Horenden Walker's fleet at Spithead October 12, 1711, was laid up at Chatham in 1712, was taken to pieces in 1718, and rebuilt 1720. In Lediard's Naval History I find, June 27, 1728, the *Falkland* 50, fourth rate, 280 men, commissioned under command of Samuel Atkins, and June 30, 1729, lying at Spithead. Again, the *Falkland*, fourth rate, 50 guns, 300 men, as one of eighty-six ships getting ready for service under Sir Charles Wager, and she was docked and cleared and put in commission on the 21st February, 1730. The tonnage of this successor of the American-built ship is stated at 761 tons. In 1744 another ship of the name was built of the following dimensions: 140.2 feet on the gun deck, 113.6 keel, 40.2 beam, 17.5½ depth, 974 tons, 350 men, and 50 guns. Afterwards her armament was reduced to 48 guns of less caliber than her original armament, in order to lighten her, and her crew was reduced to 226. We find the name continued on the navy lists for 1748, 1756, and 1763.

The next vessel of war built at Portsmouth of which we have any account, is the *Bedford*, fifth rate, 32 guns, built in 1696, also by Mr. John Taylor. In a list of vessels heretofore referred to, she is entered as the "*Bedford*, fifth rate, built in New England by Mr. John Taylor, added to the navy 3d May, 1697; 372 tons; establishment: war 135 men 34 guns at home, 115 men abroad; peace, 90 men 28 guns." Converted from a fifth rate "to fire ship by order of the Admiralty February 19, 1716." In contemporary accounts the *Bedford* is styled a *galley*. I find in navy lists of that and subsequent dates, frequent mention of vessels of the same number of guns that are styled *galleys*. The

Charles galley, of 32 guns, was one of Sir George Rooke's squadron in the Mediterranean in 1704; and Capt. William Kidd's vessel, in which he sailed, was called the *Adventure* galley. The *Bedford* galley, probably the vessel built at Portsmouth, is mentioned in a list of the ships attached to Vice-Admiral Sir Horenden Walker's squadron, which sailed from Boston on his unsucessful expedition against Quebec, Canada, July 30, 1711, when the governor of Massachusetts ordered a fast to be observed every Thursday until the result should be known. On the navy list March 8, 1701–'02, I find the *Bedford* galley 32, 135 men, and the *Mary* and the *Charles* galley, both of the same number of men and guns. The *Mary* galley is stated at 595 tons, therefore she was larger than the *Bedford*, though the latter had the same number of men in her crew. Elsewhere the *Mary* is put down as a *snow* which was probably the rig of these vessels. The *Bedford* galley is again mentioned as a fire ship in Sir John Morris's squadron in 1720–'21, and is reported as carrying only 55 men and 8 guns, but that was after she had been converted into a fire ship. In the same squadron was another *Bedford*, a third rate, mounting 70 guns and carrying 440 men.

Falconer, in his Marine Dictionary, defines "a *snow* as the largest of all our two-masted vessels employed by Europeans," and says, "sloops of war occasionally assumed the form of snows in order to deceive the enemy." The rig was similar to that of a modern full-rigged brig. Galleys, according to the same authority, carried their guns on a continuous or flush deck, while frigate-built ships had deep waists with high poops and forecastles.

1749. The *America*, 44, launched at the north end of the town May 4, 1749, was the third vessel of war of which we have any knowledge built at Portsmouth. A model of her, presented by Madame Elwyn, daughter of the late Governor Langdon, is preserved in the cabinet of the Portsmouth Atheneum. It is a beautiful piece of workmanship in mahogany, planked up as the ship would be, except that the planks of the upper deck, as also the forecastle and quarter deck, are left off, to show the beams, carlines, knees, etc. The model is pierced for 44 guns on two decks.

Sir William Pepperrell wrote to Governor Wentworth on the 13th of March, 1746, that the lord commissioners of the admiralty had directed the Hon. Peter Warren to have four ships of war built in New England, two of 24 guns and two of 44 guns, and that Warren had written to him asking him to agree with some shipwright for the erecting and building of one of the 44's on the banks of the Piscataqua, and requests the governor to appoint a board to estimate the value of such a ship, A board, consisting of Joshua Pierce, Jotham Odione, and Mark H. Wentworth, was appointed by the governor agreeably to this request. and reported that for such a ship "£9 per ton would be a fair price for the Government to give for the vessel, completely fitted with 44 guns." Sir William Pepperrell accordingly contracted with Col. Nathaniel Me-

serve for building the ship, which was launched May 4, 1749, called the *America*, and sent, loaded with spars and naval stores, to London under convoy, having only one tier of guns mounted. The terms of the contract are not stated. Lieut. Col. Meserve, the builder of the *America*, accompanied Amherst on the second expedition against Louisburg, in 1758, with the rank of colonel, but in charge of 200 ship carpenters from the banks of the Piscataqua, most of whom were attacked with smallpox. Both Col. Meserve and his son died of that disease during the siege.

Pepperrell's biographer says the *America* was esteemed one of the best frigates in the British Navy, but the only trace I can find of her is in the navy list of September, 1755, and May, 1756, where she is put down as in ordinary at Chatham. She does not appear to have been a very durable ship and was probably built of green timber, as eight years after her launch, in 1757, a new and larger ship, of the same name and mounting 60 guns, was built in England, on the Thames, whose dimensions are given in Charnock as follows: 154 feet gun deck, 127½ keel, 43 beam, 18.9 depth, 1,248 tons. A third *America*, rated as a 64, was built at Deptford in 1777. Her tonnage was 1,370; length of keel, 131; on the gun deck, 159.6.

The *America*, 44, built at Portsmouth, was probably a sister ship to the *Boston*, built in New England the same year, 1749, whose dimensions are given as follows: "130.1 feet gun deck, 114.2 keel, 37.8½ beam, 16 depth, 862 tons, 280 men, 44 guns." The *Boston* was sold out of the Royal Navy in 1762, when another vessel of the same name, but less tonnage, built on the Thames, took her place on the navy list. The *America* is said to have been built on the mainland at the north part of the city.

We have account of no other ships of war being built at Portsmouth for the Royal Navy, but the harbor continued to be a favorite resort for its cruisers. On the 17th of June, 1744, the *Astree*, a 20-gun ship, which had been taken from the Spaniards at Porto Bello, was riding at anchor in the Pool, taking in a cargo of naval stores destined for the British fleet at Jamaica, when she accidentally caught on fire and was entirely consumed. The Pool is a broad sheet of water situated between the upper end of Great Island and the town, on the southerly side of the river, with good anchoring ground. The mast ships were usually stationed there to take in their cargoes. The morning was severely cold, and her distance from the town rendered it impossible for assistance to reach her.

1775. In 1775 the *Scarborough*, 74, Capt. Barclay, was at anchor in the Pool, and remained until the fort at the entrance was seized by the colonists, when she left the harbor and remained between the Isles of Shoals and the mainland. The *Scarborough* had been undergoing repairs to her rigging and sails, but the threatening appearance of affairs caused her commanding officer to hasten his departure and put her in a safer position.

When it became apparent that war with England was unavoidable and that it was necessary to build a navy to protect the commerce of the colonies and their seaboard from predatory incursions, as well as for the annoyance and destruction of the enemies of our mercantile marine, the natural position and the advantages of Portsmouth for a naval station were so obvious that measures were at once taken for the building and equipping of ships there for the Continental Navy.

Writing in 1782, towards the close of the war of the Revolution, the Marquis of Chastellux, who was then visiting Portsmouth, notes in his journal: "There is every appearance of its (*i. e.*, Portsmouth) becoming to New England what the other Portsmouth is to the old; that is to say, that this place will be made choice of as the depot of the Continental marine. The access to the harbor is easy, the road is immense, and there are 7 fathoms of water as far up as 2 miles above the town; add to this that, notwithstanding its northern situation, the harbor of Portsmouth is never frozen, an advantage arising from the rapidity of its current."

The first ship built for the Continental Navy at Portsmouth was the *Raleigh*, 32. Congress, on the 13th of December, 1775, passed an act authorizing the building of thirteen cruisers. Under that act the keel of the *Raleigh* was laid at the north end of Rindge's wharf by Messrs. Hackett, Hill & Paul, shipwrights, on the 21st of March, 1776, and so rapidly was her construction carried on that on the 21st of May she was launched, having been completed in just sixty days from the laying of her keel. Capt. Thomas Thompson, of Portsmouth, who was to command her, superintended and inspected her construction. The following were her dimensions as given in a British navy list, after her capture, viz: Gun deck, 131.5; keel, 110.7; beam, 34.5; depth,—; tons, 697. She carried a battery of 32 twelve-pounders. On her first cruise all of her officers but two were from Portsmouth or its neighborhood, and all her petty officers and crew but two, who were from Newburyport, were from Portsmouth or New Hampshire.

Though so speedily constructed, for some reason or other, probably the difficulty in obtaining stores and material for her completion and equipment, she did not get to sea until August, 1777, when she sailed under the command of Capt. Thompson, in company with the *Alfred* 24, Capt. Hinman. Both ships went to sea short of men, bound to France, where military stores were in waiting to be transported to America. On the passage she took a small schooner, on board of which was found $4,390 in counterfeit bills of Continental money. Some days later the *Raleigh* run into the midst of the British windward fleet, consisting of more than sixty sail, under the convoy of four vessels of war, and engaged the *Druid* 20, for over forty-five minutes within pistol shot, cutting her all to pieces and rendering her unmanageable. The near approach of the other ships of war obliged her to leave the *Druid* and rejoin the *Alfred*, the *Raleigh* escaping through her supe-

rior sailing. During this chase she is said to have "logged 11.2 on a dragged bowline." In consequence of the loss of the *Alfred*, Capt. Thompson was relieved of the command of the *Raleigh* and was succeeded by Capt. Barry. In September of the same year she was chased by the *Experiment* 50 and *Unicorn* 28, and, losing her foretopmast and mizen-topgallantmast, after an engagement of seven hours, in which 25 of his crew were killed, Capt. Barry attempted to run her on shore, on an island about 20 miles from the mouth of the Penobscot, and burn her. In this he was only partially successful. A large party of men got on shore, and the boats were about to return for the remainder when it was discovered that by the treachery of a petty officer the ship had surrendered. The officers and men on the island escaped, but the ship was got off and placed in the British navy and commissioned as a cruiser on our coast. Capt. Barry gained great credit for his gallantry on this occasion and a new ship was given him on the first opportunity.

1777. The next ship built at Portsmouth for the Continental Navy was the *Ranger*, a sloop of war mounting 16 6-pounders, or, according to other accounts, 18 6-pounders. She was built upon the same blocks as the *Raleigh* and was launched just a year after that ship, in May, 1777. Cooper styles the "*Ranger* 18, a crank, clumsy ship, with a gun deck but no armament above, and a dull sailor." This vessel is identified with the fame of Paul Jones, and while under his command was the first to receive a salute to the Stars and Stripes of the United States of America, in Quiberon Bay, on the 14th of February, 1778, as detailed in Jones' dispatches to the naval committee, and noted in the diary of Dr. Ezra Green, who was the surgeon on board,* and she is believed to have been the first vessel of war to wear them. On the 14th of June, 1777, Congress passed the following resolutions:

IN CONGRESS, *June 14, 1777.*

Resolved, That the flag of the thirteen United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white, in a blue field, representing a new constellation.

Resolved, That Captain John Paul Jones be appointed to command the *Ranger*, ship of war.

Resolved, That William Whipple, esq., member of Congress, and of the Marine Committee, John Langdon, esq., continental agent, and the said John Paul Jones be authorized to appoint lieutenants and other commissioned officers and warrant officers necessary for the said ship; and that blank commissions and warrants be sent them, to be filled up with the names of the persons they appoint, returns whereof to be made to the naval board in the Eastern Department.

Among the officers thus authorized who were appointed were Lieut. Simpson, executive officer; Dr. Ezra Green, surgeon; Lieut. John Wallingford, lieutenant of marines, all of New Hampshire.

The orders addressed to Capt. Jones by the Marine Committee on the 18th of June, four days after the passage of the foregoing resolves,

* NOTE.—The striped Continental flag of the United States worn by the brig *Andrea Doria* had been previously saluted at St. Eustatius, November, 1776.

read very much as do similar orders of the present day. He is informed, in consequence of his letters of the 26th of May to the secret committee, the design of fitting the *Mellish* is laid aside, and he is appointed to command the *Ranger*, ship of war lately built at Portsmouth, and it is their desire to have her equipped, officered, and manned as soon as possible, and if he receives no other orders he is to proceed on a cruise against the enemies of the United States, conforming to the orders and regulations made for the government of the Navy; and take, sink, burn, or destroy all the enemies' ships, vessels, goods, etc., as he may be able to. His prizes were to be sent into safe ports in the United States, and they add:

> Your prisoners must also be sent in, and we recommend them to kind treatment. Any useful intelligence that comes to your knowledge must be communicated to us whenever you have opportunity. You are to preserve good order and discipline, but use your people well. The ship, her materials and stores, must be taken good care of, and every officer to answer to any embezzlement that happens in his department. You are to make monthly returns of your officers, men, etc., to the naval board. You are to be exceedingly attentive to the cleanliness of your ship and preservation of the people's health. You are to afford assistance and protection to the American commerce whenever in your power, and on your return from your cruise lay copies of your journal and log book before the naval board, and inform us of the events of the voyage.

Notwithstanding his orders to use dispatch, Jones was unable to get the *Ranger* equipped and to sea until the 1st of November, when he sailed for Nantes, and made the passage out in thirty days. In his dispatch announcing his arrival he represents her as "slow and crank," and among other deficiencies in her equipment, laments having had "only 30 gallons of rum for the crew to drink on the passage." So cautious was the American Government in consequence of British remonstrances, that he had orders to conceal her armament while in France. He appears to have disregarded the injunction, however, as is shown by his salute to the French admiral, and the return salute he obtained, already mentioned. From Nantes he went to Brest to refit, and sailed thence on a cruise in the Irish Channel and on the coast of Scotland.

The events of that cruise are matters of history; suffice it to say the *Ranger* returned to Brest on the 8th of May, 1778, bringing with her the *Drake*, sloop of war, which she had captured. At Brest Jones relinquished the command of the *Ranger* to Mr. Simpson, his first lieutenant, who recrossed the Atlantic in her and anchored in Portsmouth on the 29th of July, 1778. Jones, in his letter to the American commissioners at Paris, dated Brest, May 27, 1778, mentions that in the action between the *Ranger* and the *Drake*, on the 24th of April preceding, when the latter hoisted the English colors, "the *American Stars* were displayed on board the *Ranger*." This is the first recorded action and victory fought under the "new constellation."

1780. In 1780, while still commanded by Capt. Simpson, the *Ranger* was one of the vessels captured and burned at the surrender of Charleston, S. C., to Sir Henry Clinton.

On the 9th of November, 1776, Congress ordered "the building or purchase of three ships of seventy-four guns," besides several frigates and vessels of smaller dimensions. The keel of one of these ships was laid in Boston, and some progress made in her construction, but the only one that was completed and launched was the *America*, 74, built at Portsmouth, N. H. She was not only the first ship of the line built by the United States, but the first ship of that class ever built on the continent, of which we have knowledge. Soon after the order of Congress her keel was laid on the northwest end of an island called Rising Castle, long known as Langdons or Governors Island, and now called Badgers Island, where the ways on which she rested are still to be seen. The Hon. John Langdon, who was the continental agent for building vessels and a member of the Marine Committee, it is understood generously and patriotically tendered the use of the island. Col. James Hackett was her master builder, and, though he had never seen a ship of the line, drew the plans for her construction. As he never had more than twenty carpenters at work upon her while her construction was in progress, it was necessarily slow. A year and a half after her building was authorized, on the 29th of May, 1778, at the suggestion of Capt. Landais, the Marine Committee, the Hon. John Langdon being one of its members, reported in favor of her being "constructed to carry 56 guns only, upon two batteries, that is to say, twenty-eight 24-pounders upon the lower deck and twenty-eight 18-pounders upon the upper deck." Had this report been adopted, which it seems was not, she would have been the heaviest armed frigate of her time afloat.

We learn nothing further concerning her in the documents of the times for over a year, or until June 23, 1779, when Congress authorized Robert Morris "to take measures for speedily launching and equipping for sea the *America*, then on the stocks at Portsmouth, N. H.," etc., and on the 26th, three days later, Captain John Paul Jones was unanimously selected to command her, and was ordered to Portsmouth to hasten her launch and equipment. He has left us the following description of this remarkable vessel as completed under his direction:

It had been intended to make the waist shallow with narrow gangways; the quarter deck and forecastle to be short, with a large stern gallery. Instead of this, the quarter deck was made to project four feet before the mainmast. The forecastle was also long, the waist deep, and the gangways broad, and of equal height with the quarter deck and forecastle. There was just room for the boats between the gangways. A breastwork pierced with gun ports, but of suitable heights for musketry, and of the same strength and nature as the sides of the ship, ran all around the quarter deck, gangway, and forecastles, so that all the cannon on the quarter deck and forecastles could have been fought on one side, an advantage possessed by no other ship of her time. Above this breastwork the poop stood on pillars 18 inches long and projected 8 feet before the mizzen mast. Round the poop a folding breastwork was made of light material and of a strength to resist grape shot; it was made to fold down on deck, and could be raised in a minute, so it was impossible to perceive that the *America* had a poop at the distance of a quarter of a mile. There were only single quarter galleries, and no stern gallery; and both stern and bow were made very strong, so that the men at quarters might be everywhere under cover.

The plan projected for the sculpture expressed dignity and simplicity. The head was a female figure crowned with laurels, the right arm raised, with forefinger pointing to Heaven, as appealing to that high tribunal for the justice of the American cause. On the left arm was a buckler with a blue ground and thirteen stars. The legs and feet of the figure were covered here and there with wreaths of smoke, to represent the dangers and difficulties of war. On the stern, under the windows of the great cabin, appeared two large figures in bas relief, representing tyranny and oppression, bound and biting the ground, with the cap of liberty on a pole above their heads. On the back part of the starboard quarter gallery was a large figure of Neptune, and on the larboard gallery a large figure of Mars. Over the window of the great cabin, on the highest part of the stern, was a large medallion, on which was a figure representing Wisdom surrounded by danger, with the bird of Athens over her head.

The danger surrounding Wisdom was probably emblematically expressed by flashes of lightning.

Jones, on his arrival in Portsmouth, found the *America*, instead of being ready for launching as he had supposed, not half built, and there was neither timber, iron, nor any other material to complete her construction. Money would have procured the necessary articles of equipment and men before winter, but that was wanting. The Navy board at Boston had otherwise applied the funds which the minister of finance had destined for the *America*, and he found it impossible to make the necessary advances. The business was, however, commenced immediately, and some progress was made in her construction before winter.

As soon as the enemy were informed that there was a prospect of the *America* being finished, various schemes were attempted or suggested for her destruction, which, coming to the knowledge of the minister of marine, were communicated by him in cipher to Capt. Jones, who asked from the government of New Hampshire a guard for the protection of the vessel, which the State assembly voted to supply. None, however, was furnished, and on a renewal of the alarm, from information communicated by Gen. Washington, the master builder, Mr. Hackett, mounted guard with his ship carpenters by night. Capt. Jones took command of the guard in turn with the master builder, and for some time paid it himself. It is said large whale boats manned by the enemy pulled into the river with muffled oars, on more than one occasion passing and repassing the *America*, but not daring to land and effect her destruction.

1782. During the summer of 1782 the *Magnifique*, a ship of the line belonging to the French squadron under the Marquis de Vaudreuil, was lost in Boston Harbor, and policy rendered it expedient for Congress to present its only ship of the line to France, which it did by the following resolve:

IN CONGRESS, *September 3, 1782.*

Whereas the *Magnifique*, a 74-gun ship belonging to the fleet of His Most Christian Majesty commanded by the Marquis de Vaudreuil, has been lately lost by accident in the harbor of Boston, and Congress are desirous of testifying on this occasion to His Majesty the sense they entertain of his generous exertions in the behalf of the United States:

Resolved, That the Agent of Marine be, and hereby is, instructed to present the *America*, 74-gun ship, in the name of the United States, to the Chevalier de la Luzerne, for the service of His Most Christian Majesty.

The day after the passage of the resolution Robert Morris addressed a letter to Jones, inclosing the resolution, in which he says:

Nothing could be more pleasing to me than this disposition, excepting so far as you are affected by it. I know you so well as to be convinced that it must give you great pain, and I sincerely sympathize with you; but, although you will undergo much concern at being deprived of this opportunity to seek laurels on your favorite field, yet your regard for France will in some measure alleviate it, and to this your good sense will naturally add the delays which must have happened in fitting this ship for sea. I must intreat of you to continue your inspection until she is launched, and to urge forward the business.

Capt. Jones, as requested, continued his inspection, and urged forward, with the greatest energy, her launch, which was accomplished about five weeks later, on Tuesday, the 5th of November, when she moved majestically from her ways to her destined element, without any accident, amidst the rejoicing of an immense number of spectators, who lined the shores, the flags of allied France and America displayed from her poop.

The difficulties attending her launch were great, as between Langdons Island and the opposite shore, Church Hill, the distance did not exceed 100 fathoms. From a few feet above the stern a ledge of rocks projected far into the river, making an angle of 20 degrees with the keel, and from a small bay on the opposite shore the flood tide continued to run with rapidity directly over this ledge for more than an hour after it was high water by the shore. It was necessary to launch the ship exactly at high water, and to give her such a motion as would make her pass around the point of ledges without touching the opposite shore, then a difficult matter. When everything was prepared Capt. Jones stood on the highest part of her bow, where he could see her motion and determine by a signal the instant when it was proper to let go one or both of the anchors that hung at the bows, and slip the cable that depended on the anchor fixed in the ground on the island. His care and foresight were rewarded by the complete success of the launch, and the same day, after seeing her securely moored, Jones delivered her to the Chevalier de Martigne, who had commanded the *Magnifique*.

On the day of the launch of the *America*, according to the Marquis of Chastellux, by a singular coincidence, or by another account on the 7th of November, two days only after it, the *Auguste*, an 80-gun ship belonging to the King of France and then lying in Portsmouth Harbor, bearing the flag of Admiral the Count Vaudreuil, was struck by lightning, which entirely disabled her foremast (? mizzenmast), greatly injured her forecastle (? poop) and quarter decks, killed four men, and wounded four others.

The Marquis of Chastellux thus alludes to this accident in his journal:

On the morning of the 10th of November, 1782, I went to pay a visit to Mons. Albert de Rioms, captain of the *Pluto*, who had a house on shore, where he resided for his health. He invited me to dinner, which he advised me to accept, as the Comte de Vaudreuil was in confusion on board his ship, the *mizzen* mast of which had been struck by lightning five days before.

Subsequently the marquis visited the admiral's ship, and her commander, M. de Brie, took him to see the ravages of the lightning and gave him the following account of the occurrence:

At half-past two in the morning, in the midst of a violent rain, a dreadful explosion was heard suddenly, and the sentinel who was in the gallery came in a panic into the council chamber, where he met M. de Brie, who had leaped to the foot of his bed, and they were both struck with a strong sulphurous smell. The bell was immediately rung and the ship examined, when it was found that the mizzenmast was cut short in two 4 feet from the forecastle (? poop) deck; that it had been lifted in the air and fallen perpendicularly on the quarter deck, through which it had penetrated, as well as the second battery (main deck). Two sailors were crushed by its fall; two others, who never could be found, had doubtless been thrown into the sea by the commotion, and several were wounded.

The *America* was immediately fitted and equipped for sea by the French admiral, but I have been unable to ascertain the date of her departure from Portsmouth. Her subsequent history is not clearly ascertained. Cooper, in his Naval History, says she was captured from the French in Lord Howe's engagement of the 1st of June, 1794, which I think a mistake, as the ship captured in Lord Howe's engagement was a new ship, launched but a short time previous, the French Naval List of March 23, 1793, putting her down as "neuf," that is, not yet used or building. She was therefore being rebuilt and remodeled or a successor to our America, presented eleven years before to the French King. The ship captured in Lord Howe's action was taken into the British navy and renamed *Impétueux*, after a ship of the name captured in the same action, and subsequently burned in Portsmouth Harbor, there being already a 64-gun ship built in 1777 called the *America* in the British navy. In vol. 1, p. 154, of the British Naval Chronicle, there is a portrait of the *America* as she appeared as a prize. In vol. 2, p. 373, of the same work there is an engraving of the *Leviathan* engaging *L'Amérique* on the 1st of June, 1794, the *L'Amérique* being dismasted. In vol. 15 of the Chronicle there is still another portrait of her. Her lower masts, according to the Naval Chronicle, were 4 feet longer than those of a British 98-gun ship. According to the official records of Toulon, the *America*, captured on the 1st of June, was built in the United States of America; was commanded in that action by Captain Louis L'Heritur, and out of a crew of 720 had 134 killed and 110 wounded, or over one-third of her complement.

The dimensions of the *America*, renamed *Impétueux*, were 182 feet on the gun deck, keel 149 feet 8½ inches, breadth of beam 48 feet 7 inches, depth of hold 20.6 feet, tons 1,884, men 600, guns 78. James, in his history

of the Royal Navy, says the *L' Amerique* and the *L' Impétueux* had only been launched the preceding year and they were considered the finest 74s that had ever been in a British port. In May, 1833, the *L' Amerique*, captured June 1, 1794, was, according to the Royal Navy list, in use as a store ship at Bahia, Brazil. The *America*, built at Portsmouth, had 50 feet 6 inches beam, or nearly 2 feet more than the captured ship, but was about the same length on the gun deck, and of the same depth of hold and tonnage, and though the largest 74-gun ship in the world (says a cotemporary) with her lower ports closed, presented the appearance of a delicate frigate. Jones says she had no stern gallery, while the portraits of the *America* captured in Lord Howe's action all represent her with one.

A model of the Portsmouth ship is said to be preserved in the Museum at Alexandria, Va. Before she sailed from Portsmouth the Viscount de Barras, an officer attached to her, made this miniature model of her, and sent it to Gen. Washington, who gave it to George Washington Parke Custis, esq., who presented it to the Museum June 5, 1812.

No other national ships were built in Portsmouth during the period of the Revolution, but probably more than one private armed ship was constructed there. Brewster, in his Rambles, mentions one, the *Hercules*, a 20-gun ship, built by Col. Eliphalet Ladd, and says:

> The enemy, well posted up in all the movements of the rebels, had a knowledge of the building, and in a Halifax paper was inserted an advertisement giving notice that a ship of 20 guns then on the stocks in Piscataqua, would be sold at auction in Halifax on a day designated. Two British frigates were put on watch, and the *Hercules* was captured and sold at Halifax on the day advertised.

This was probably the *Hercules*, 20-gun ship, belonging to Massachusetts in 1781, and commanded by Capt. T. Dinsmore.

From 1783 to 1800 Langdons Island continued to be used by the Government as a building yard and for the storage of naval stores and material, and between those years the *Crescent*, 32; *Portsmouth*, 24; *Scammel*, 14; and *Congress*, 36, were launched from it.

1794. In 1794 Congress passed an act authorizing the purchase or construction of six frigates, not to mount less than 32 guns, which was approved by the President on the 27th of March. Measures were at once taken to build the vessels ordered as soon as possible, and under the law the keel of the *Congress*, 38, was laid on Langdons Island and her construction commenced. The law had a direct reference to the existing difficulties with Algiers, and contained a paragraph ordering all proceedings under its provisions to cease in the event of an accommodation of the quarrel with that regency, and accordingly, on the reception of the treaty of amity with that power, November 28, 1795, work upon the *Congress* for the time being was suspended. Under date December 12, 1795, Timothy Pickering, Secretary of War, reported to the President of the Senate the following as the progress that had been

made in building a frigate to carry 36 guns, at Portsmouth, N. H., under the direction of Mr. James Hackett, naval constructor, and Capt. James Sever, superintendent:

The keel is completed and laid on the blocks; the pieces are scarped and bolted to each other in the best manner. The stern frame is nearly ready for raising. The principal framing of the body of the ship is not yet complete. About two-thirds of the live oak timbers have been delivered at the yard, which is nearly all worked to molds. Great part of the timbers are bolted together in frames, and are ready to go into their proper places. The beams for the gun deck and lower deck are ready, as well as the carlings and ledges for framing the decks; and the planks for these decks are also procured, and great part in the yard. The outside planking and the wales are all cut and will be ready in a few weeks, as is the ceiling; great part of the plank are already received into the yard and are now seasoning. All the copper necessary for securing the various parts of the ship together and for sheathing the bottom is in the public stores. The masts, bowsprit, yards, and other spars are delivered by the contractors. The bits for the cables, coamings for the hatchways, partners for the masts are all received and trimmed. Most of the iron work is in great forwardness, and nearly all the necessary contracts are entered into by the agent, and all the articles contracted for are daily arriving.

1796. In consequence of the peace with Algiers the President, on the 15th of March, 1796, submitted to Congress whether the building of the six frigates authorized by the act of June, 1794, as contemplated by that act should be suspended, and two days later the committee to whom the President's message was referred reported that it was advisable to complete two frigates of 44 guns and one of 36 guns, and that discretionary powers should be given him to cause the others to be finished.

1797. On the 25th of January, 1797, the chairman of the naval committee reported that work on the Portsmouth ship had been suspended. In this report it appears that the person who had the care of the naval yard received a salary of $500, and the rent paid for the yard was $600. A report from the War Office, dated June 17, 1797, states the value of material, timber, etc., then collected at Portsmouth to be $17,761.86. From the abstracts accompanying the Secretary of War's report, March 22, 1798, we find there had been expended at Portsmouth up to that date—

On fixtures, implements, etc	$2,066.68
On ship commenced, labor	9,603.18
On freights	155.88
For freight of Georgia timber	13,297.50
For rent, clerk hire, commissions, etc	1,684.82
For timber (other than Georgia wood), iron, and other materials for building the frigate	12,570.54
Total	39,378.60

1798. January 18, 1798, the *Crescent*, frigate, mounting 32 guns, and commanded by Capt. Newman, sailed from Portsmouth for the Mediterranean, a present from the United States to the Dey of Algiers, and was

supposed, including her cargo, to be worth at least $300,000. Adams, in his Annals of Portsmouth, says:

She was built at this port under the superintendence of Col. James Hackett, and is esteemed the finest specimen of naval architecture that ever floated on the waters of the Piscataqua.

How, in what manner, and under what law this vessel was built I have been unable to ascertain.

The following account of her sailing is taken from a newspaper of the time:*

CRESCENT FRIGATE,
PORTSMOUTH, *January 20, 1798.*

On Thursday morning, about sunrise, a gun was discharged from the *Crescent* frigate as a signal for getting under way, and at 10 a. m. she cleared the harbor with a fine leading breeze. Our best wishes follow Capt. Newman, his officers, and men. May they arrive in safety at the place of their destination and present to the Dey of Algiers one of the finest specimens of elegant naval architecture which was ever borne on the Piscataqua's waters.

Blow all ye winds that fill the prosperous sail
And hush'd in peace be every adverse gale.

The *Crescent* is a present from the United States to the Dey as compensation for delay in not fulfilling our treaty stipulations in proper time.

Richard O'Brien, esq., who was ten years a prisoner at Algiers, took passage in the above frigate, and is to reside in Algiers as consul-general of the United States to all the Barbary States.

The *Crescent* has many valuable presents on board for the Dey, and when she sailed was supposed to be worth at least $300,000.

Twenty-six barrels of dollars constituted a part of her cargo.

It is worthy of remark that the captain, chief of the officers, and many of the privates of the *Crescent* frigate have been prisoners at Algiers.

In the beginning of 1798 armed vessels sailing under the authority of the Republic of France having committed depredations on the commerce of the United States and captured vessels, the property of citizens, on and near the coasts in violation of the law of nations and treaties between the United States and the French nation, the people and Congress became aroused at the indignity, and the commanders of our naval vessels were ordered to proceed against and seize all such depredators on our commerce and to recapture the vessels so taken.

In furtherance of this determination, on the 27th of April, 1798, the President was authorized and empowered to cause to be built, purchased, or hired a number of vessels not exceeding 12, nor carrying more than 22 guns each, to be armed, fitted out, and manned under his direction. By a supplementary act, approved June 30, 1798, he was authorized to have 12 additional vessels built, and of the 24 thus authorized, 6 were not to exceed 18 guns each; 12 not less than 20, nor more than 24 guns, and 6 of not less than 32 guns. On the 4th of May, previous, he had been authorized to cause a number of small vessels, not exceeding 10, to be built or purchased, and to be manned, armed, and equipped as galleys or otherwise.

* See Cooper's Naval History.

On the 30th of April, 1798, an act was approved separating the Navy from the War Department, making it an Executive Department under the denomination of the "Department of the Navy," and creating a chief officer for it, to be called the "Secretary of the Navy." Benjamin Stoddart, of Georgetown, D. C., was the first Secretary put at the head of this Department, and entered upon its duties in June following.

Under authority of these laws the keel of the *Portsmouth*, 24, was laid, and she was launched the same year (1798) and was equipped, and under command of Capt. McNeill joined the squadron under Commodore Barry in the West Indies, where she cruised during the following year.

The *Portsmouth* was built by Col. James Hackett, was of 593 tons burden, carried a crew of 220 men, and cost $59,000. In 1800 she took a minister from the United States to France, and on her return to Baltimore was sold there in the general reduction of the naval force, that followed the peace with France, for $34,366.

The *Scammel*, 14 (revenue schooner), was built about the same time by Col. Hackett, and it is said was launched thirty-six days after the laying of her keel. She was 187 tons burden, and cost $20,000. She sailed for the West Indies under the command of Lieut. J. Adams, and was sold in 1801 for $8,200.

1799. Work was continued on the *Congress*, 36, and was so far advanced that she was launched at noon August 15, 1799, and sailed under the command of Capt. James Sever, towards the close of the same year, for Newport, R. I., and sailed thence in company with the *Essex*, 32, Capt. Edward Preble, for the East Indies, with orders to convoy vessels as far as Batavia. Her rigging having been set up in cold weather, became slack when she got into the gulf stream, where she encountered a strong southerly gale, and she lost not only all her masts but her bowsprit, and was obliged to return to port for repairs. The main mast went while Mr. Bosworth, the fourth lieutenant, was aloft, by which accident that officer was lost. The *Congress* was such a ship as the English were then in the habit of rating as thirty-eighth, being an 18-pounder frigate of the largest size, and cost $197,246. In 1806 she brought to the United States the first ambassador from the Barbary powers. In 1836, after an honorable and varied service of thirty-seven years, she was broken up at Norfolk, Va.

Just previous to the relinquishment of Langdons Island by the Government, and after the launch of the *Congress*, there appears to have been on it the following property belonging to the Government:

1 anchor, 3,500 pounds, belonging to the *Crescent* frigate.
2 anchors, 4,500 pounds each, bought for the *Congress*.
1 wooden house, 1 story stone, 42 by 16 feet.
1 wooden shed, rough boards.
1 house, wooden (addition to Mr. Langdon's store).
17,687 cubic feet of live oak.

HISTORY OF THE UNITED STATES NAVY-YARD, PORTSMOUTH, N. H., 1800-1812.

1800. Immediately following the creation of the Department of the Navy, and the appointment of a Secretary of the Navy were acts for the increase of the naval force, and the new Secretary at once recognized the importance and necessity of the Government's owning dockyards for the building and equipping of its vessels of war.

On the 25th of April, 1800, the Secretary, in accordance with these views, submitted to the President that under the act which authorized the building of the first six frigates there was no express provision made by Congress for establishing navy-yards, but as vessels so large can not be built without first erecting wharves, or extending wharves before erected, both these things were done on private property, so that the public have now little or no advantage from the expenditure of sums to a considerable amount. The evil, however, did not stop here. The yards connected with the wharves were in almost every instance too confined to admit of the convenience of piling the timber in a manner to prevent the necessity of frequent removals of one piece to get at another, which happened to be first wanted. The expense of this unnecessary labor, arising solely from the want of sufficient room in the yard, amounted to several thousand dollars in building the frigate *United States* at Philadelphia. At Boston and Baltimore there is reason to believe this expense was still more considerable. It would not be hazarding too much to say that the sums lost in improving private property, and in piling and unpiling timber for want of yards sufficiently capacious, would have been nearly sufficient to have procured them for the public, and to have erected wharves and other essential improvements. "But when the building of those frigates commenced, it was not foreseen that the United States would so soon want more; nor was the public mind prepared to consider the establishment of a navy as necessary to the honor and safety of the country."

The Secretary then continues, that all the timber for the six 74's, authorized by the act of February 25, 1799, to be built, has been ordered to be deposited at Portsmouth, N. H., Boston, Mass., New York, N. Y., Philadelphia, Pa., Norfolk, Va., and Washington, D. C., and that the greater part of it, if not the whole, had been already collected at those places. At Portsmouth, he says, the yard of Mr. Langdon, hired for the frigate, might be used for the 74-gun ship, but an island (Fernalds), quite convenient for all the purposes of a large establishment, can be procured for $6,000, and believing it the truest economy to provide at once permanent yards "which shall be public property, and always worth to the public the money expended on them," he recommends among others "the purchase of a building yard at Portsmouth, and to commence it on a scale as if it was meant to be permanent."

Previous to submitting these views to the President, the Secretary had directed Joshua Humphries, esq., the chief naval constr-

the United States, in an order dated January 29, 1800, to examine the several eastern ports from New London, Conn., to Wiscasset, Me., and report to him upon their capacities for a naval establishment. Mr. Humphries accordingly submitted an elaborate and exhaustive report upon the several seaports included between the two named. The following is his summing up of the advantages and disadvantages of Portsmouth, N. H.

ADVANTAGES.

First. This harbor can be fortified at small expense.

Second. Quick at and from sea, being but a short distance.

Third. Funnells (Fernalds) Island, belonging to Mr. Dennet, supposed to contain 45 acres (price $6,000) is the best and most suitable place for a dock or building yard of any other in Portsmouth Harbor, and although this island is farther from Portsmouth than Langdons Island, yet it is equally near to Kittery, where all the carpenters reside.

The most suitable spot on this island for a dock is a cove on the west part of the island; and for a building yard, nearly south of the east end of Dennet's house. Neither the dock nor slip will require above 200 feet from the shore to a sufficient depth of water, and both may have a south direction, which is a very desirable one.

Fourth. There is on this island a sufficient quantity of stone for any building that may be thought necessary to be erected for the use of the navy-yard, and also a suitable place for docking timber.

Fifth. The place pointed out on Dennet's Island for a dock or yard is much more sheltered from the cold north and northwest winds than that on the island of John Langdon, esq., and is much cheaper.

DISADVANTAGES.

First. The want of a capacious harbor.

Second. Rapidity of the current.

Third. This coast subject to fogs.

Fourth. Hard, stony bottom.

Fifth. Very dangerous for vessels to pass the narrows except at slack water.

The island belonging to the Hon. John Langdon contains, by information, about 18 or 20 acres, for which he demands the sum of $25,000. Although this island has many advantages and several wooden buildings, etc., I am decidedly of opinion Dennets Island is far preferable for a building yard, especially taking into consideration the difference of price, and as Mr. Langdon has not a wish to sell (except to accommodate the public), on that account alone it ought to be relinquished when others can be had.

After giving the soundings taken about Dennets Island on the 28th of February, 1800, Mr. Humphries continues his report and says:

Great quantities of stone is on this island, I think sufficient to erect all the buildings that would be wanting for the use of a shipyard, and I believe, enough to build a dock, except the steps, which, I am told, can be dressed at half a dollar a cubic foot at this place.

Seavys Island (purchased in 1866), which is called Jenkins or Trefrethens Island on the draft, is fortified on its height, that is, by earthworks thrown up last war; this island should be fortified also at Henderson Point. The island opposite Seavys is called Pierces Island, and is only about a quarter of a mile distant. Works have been thrown up on this island. These islands well fortified will effectually protect

the harbor. Between these two islands there is an amazing rapid current, and which is the only ship channel. The fort on Pierces Island is called Fort Sullivan. The principal part of the workmen reside on the opposite shore from the town, and are as handy to work on Dennets Island as at Langdon, or in the town of Portsmouth. This island has several places that will do for docking timbers.

I can not consider the harbor of Portsmouth, above the two islands mentioned before, sufficient for a large fleet, and the harbor below the island as aforementioned and fortified, can not be a secure one. Ships passing in rapid currents are always in danger unless they have plenty of room, which they have not in this port. From all the information I can gain, this place is never troubled with ice; that vessels may pass up and down at any time in the winter season, but it is subject to fogs in the months of August and September.

Peck has about 6 acres of land, for which Col. Thompson says he asked $6,000, but he could not make up his mind about the price. Opposite his hauling slip, on the northeast side of the river, there is, at a distance of 200 feet, 26 feet at low water, hard bottom.

A ship may lie in Kittery Sound (the pool). It lays about north of the light-house, distant three-quarters of a mile. Here is good ground for anchorage in 4 fathoms water, and about 500 yards from the shore. Each side of the river Piscataqua is bound by rocks from the mouth, above Peck's ground, and so are all the islands; many unseen rocks in the bed of the river. There are 8 fathoms water at low water, in a line from the light-house to the rocks on the other shore, hard bottom all across. The light-house is about 2¼ miles below the town, and 2 miles further down you are out to sea, clear of all the rocks. The vessels always pass the narrows at slack tide, owing to the great rapidity of the current at other times.

The fort at the light-house is very badly planned; an enemy may get under the walls of it, and lay there, and not a single piece of cannon can be brought to bear on them; they can wait their own time to scale the walls, and may easily effect it. The magazine has a considerable quantity of water in it; the drain that was intended to carry it off is, perhaps, 2 feet above the bottom of the magazine. The fort is nearly square and in very bad order; not a single piece of cannon can be mounted without considerable repair. There is a height southwest of the fort which should be fortified, as it perfectly commands it; it is about 500 yards from the fort. Fort Sullivan, on Seavys Island, is a very commanding fort; it is near 70 feet above low-water mark, and a ship must pass close under it. Fort Washington, on Pierces Island, is from 30 to 40 feet above low water. These two islands properly fortified, and a boom across from one to the other, will perfectly secure the port. From the lower end of Shiplys Island you may see through between Dennets and Seavys Islands. From the best information I can obtain the tide generally rises 8 feet; more can not be calculated on.

It would not be safe for vessels of large size to pass out very little above Peck's place on account of a large sunken rock which lays near the middle of the river, though there is sufficient water for any ship, up to the bridge, which is about 8 miles above the town.

The result of this report of Naval Constructor Humphries and the Secretary's recommendation was the purchase of Fernalds Island from William and Sarah Dennet on the 12th of June, 1800, for the sum of $5,500.

The following letter from the Secretary to the navy agent authorized the purchase:

NAVY DEPARTMENT, *May 19, 1800.*

SIR: The President having determined that the island called Dennets Island, near Portsmouth, should be purchased for the public for a navy-yard on the terms

offered by the owner, that is to say, $6,000 for a clear undoubted title to the estate, I have the honor to request that, after being satisfied with the goodness of the title, you will make the purchase on account of the United States, taking a deed to the United States for the same, which, after recording, you will be pleased to send on to me.

After making the purchase it will be proper to have everything belonging to the public on Langdons Island removed to Dennets, where the timber for the 74-gun ship should be deposited.

I have the honor to be, with great respect, sir, your most obedient servant,

BENJ. STODDARD.

JACOB SHEAFE, Esq.

The plan of the island (Plate II), drawn from a survey of that date by John Stokill, surveyor, has, at the request of Jacob Sheafe, navy agent, marked on it by Mr. Humphreys the suggested sites for a stone storehouse, ropewalk, timber docks, etc.

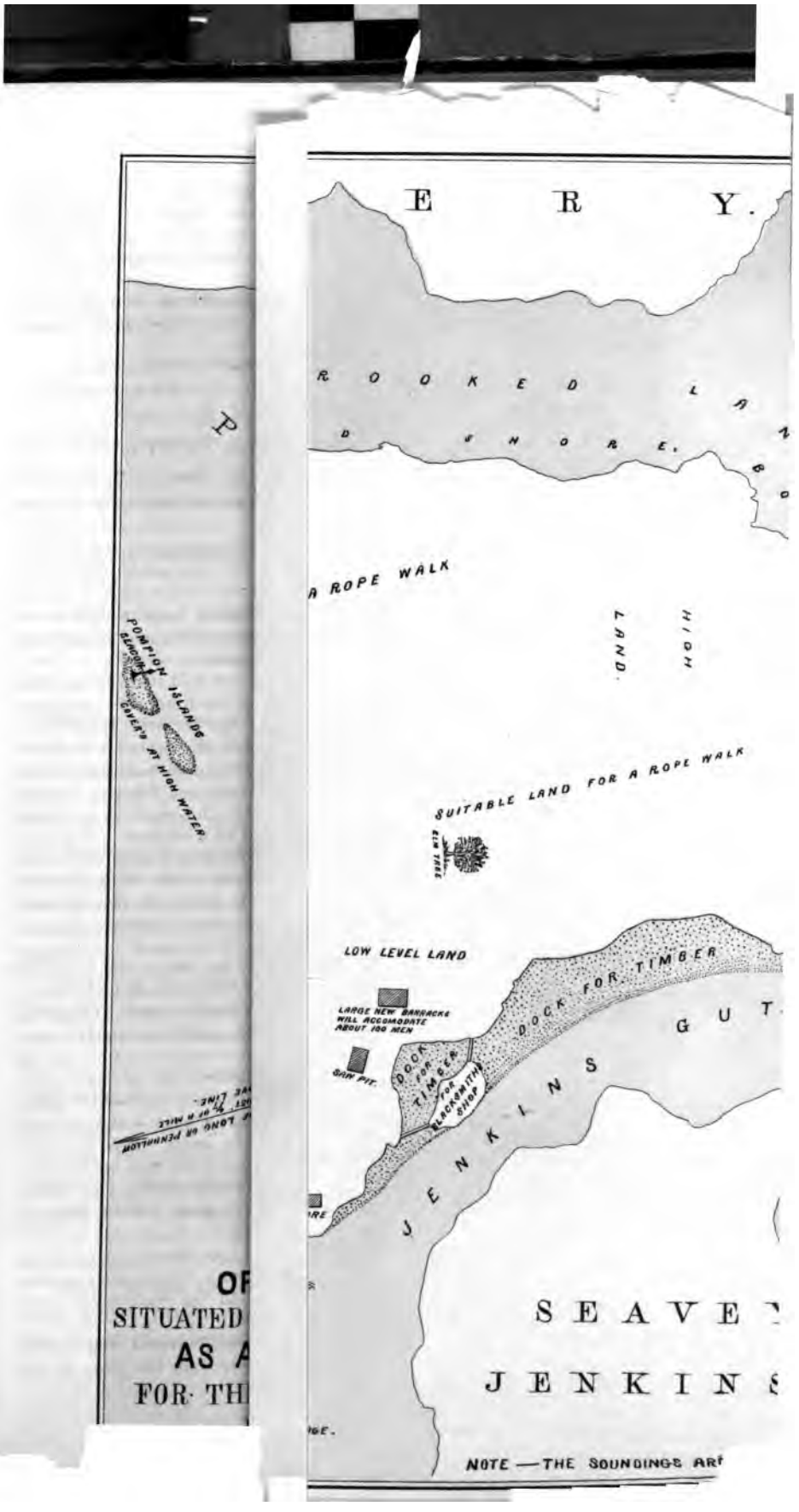
Brewster, in his Rambles about Portsmouth, published in 1869, says of the island:

In its wild state the children of the neighborhood gathered from it wild strawberries and blackberries, bouquets of violets and white everlasting, and branches of the glossy-leaved, fragrant bay berry, on every hill and hollow.

The brick quarters of the officers stand where once was our wild strawberry patch. The "old house" on the hill, as we ascend from the landing, has disappeared, and with it the hill itself. Where it stood steps now descend to the dry-dock basin. Just beyond the old house on the summit of the hill was a flagstaff, within a hexagon or octagon inclosure, built of timber, with embrasure for cannon. Behind the old ship house (in which was built the *Alabama*, renamed when launched January 13, 1864, the *New Hampshire*), just on the water's edge, were two small whitewashed one-storied houses, honored with the name of barracks, and occupied by a sergeant and a small detachment of marines; between these barracks and the blacksmith shop was a two-storied frame house, used as the sailors' lodge; the spot now (1869) occupied by the brick lodge being then a grassy hollow containing a well, where the marines were used to wash and spread their linen to dry. The old elm in the inclosure of the commandant's house in 1869 (in 1877 it still lives) was the only landmark familiar and unchanged. The house (commandant's), an old landmark, has been so frequently altered and repaired that it can hardly be called the same. The most striking feature of its interior used to be the paper on the walls of the two front rooms. The eastern room represented the smoke and carnage of a field of battle, soldiers in blue and scarlet uniforms, wounded and dead, prostrate upon the ground or borne in litters, falling from their horses, or trampled under foot by them. The figures were a foot in length and the horses the size of cats. In the western room the scenery represented ladies accompanied by gaily dressed cavaliers stepping from marble palaces into waiting gondolas, or leaning over richly decorated balconies; public marts, where were collected groups in the gay costume of the Levant; marble fountains, from which peasant girls were bearing away pitchers and jars of water, and lazy-looking men lounging among grass-grown rivers, playing upon musical instruments, while a group of both sexes were dancing.

The house now used as a hospital is an old landmark, too shabby to be recognized as an acquaintance to those who knew it when, with its well-kept but not handsome exterior, its highly cultivated garden sloped to the water's edge, and comfort and profuse hospitality reigned within.

The portion of the island now occupied by the marine barracks and parade ground was originally a tolerably high hill, rising abruptly from the shore on the


E R Y.
ROOKED LAND
DUNORE.
A ROPE WALK
HIGH LAND.
SUITABLE LAND FOR A ROPE WALK
ELM TREE
LOW LEVEL LAND
LARGE NEW BARRACKS WILL ACCOMODATE ABOUT 100 MEN
SAW PIT.
DOCK FOR TIMBER
DOCK FOR TIMBER
FOR BLACKSMITH SHOP
GUT
JENKINS
SEAVE
JENKIN
NOTE — THE SOUNDINGS ARE



southeastern side and terminated on the top by a powderhouse built of rough stones, whitewashed and with a conical roof. On this hill quantities of snakes used to be killed, and from the top of it was a good view of the neighboring mainland and the straggling village of Kittery point and foreside. The powderhouse was removed and the hill leveled to form the parade ground, the work being done by marine prisoners, who, for offenses and attempted desertion, had a ball and chain attached to their waists.

The Hon. Mark Dennett (a brother of the gentleman who sold the island to the United States), in 1876, when he was living at the age of 92 years, furnished Mr. Walter E. H. Fentress with the following as his recollection of the island at the time of its purchase:

The island, as I remember it when a boy, was hilly and covered with a dense undergrowth. There was only one tree on the island worthy of the name, and that is now in the grounds of the commodore, and known as the "old elm." In 1798, I remember it lost some of its branches in a gale, but there is very little difference in its general appearance between now and then. From the tree a small stream or swamp extended to what is now the dry-dock basin. In the center of the island was a high ledge of rocks covered with undergrowth. My brother built a house of two stories near where the commodore's house is now located. It was the only house on the island, excepting a small fish house near where the shiphouse No. 5 now stands.

Having obtained possession of the island, Government proceeded at once to remove the timber and other material from Langdons Island, to repair the house for the use of the superintendent of the yard, to build a shed for covering timber, and a wet dock for seasoning and preserving it. With this exception very little improvement was made on the purchase for several years. The timber shed was finished in 1801, as was also the wet dock; and Mr. Jacob Sheafe, the brother of a former owner of the island, took charge of the yard as navy agent, a superintendent or master carpenter being employed on the island under him.

1801. On the 27th of April, 1801, the Naval Committee of the United States House of Representatives reported that up to the 4th of March, 1801, there had been expended at Portsmouth, N. H.:

For the purchase of ground	$5,500
In building and improvements	14,507

and that they could not find any law authorizing the purchase of any sites for navy-yards or buildings, or for their improvements, prior to that date, when $500,000 was appropriated "for expenses attending six 74-gun ships, and for completing navy-yards, docks, and wharves. Out of this fund it appears that the Navy Department has commenced improvements in some of the yards and continued them in others."

1802. On the 20th of January, 1802, the Hon. Robert Smith, Secretary of the Navy, reported the condition of the several navy-yards to the Naval Committee of the House, and in his report made the following

statement with regard to the condition of the Portsmouth navy-yard on the 1st of October preceding:

The purchase of the ground	$5,500	
Improvements to October 1, 1801	26,304	
		$31,804
Live oak timber deposited.....feet..	6,747	
Under orders for transportation, being ready to be deposited there, feet	8,890	
15,637 feet, at 2 cents		31,274
Other timber, such as plank, wales, thick stuff, etc., for a 74-gun ship		30,000
Stores of various kinds		30,000
Total value, island and material		123,078

The Secretary adds: "It would cost to remove the timber from Portsmouth to any other building yard, say 50 cents per foot for the live oak, and for the other timber and stores not less than $12,000, say together, $20,000."

1803. In 1803 a house was erected for a dwelling, a barracks for marines, and a bell-tower built. The octagon fort of earth and timber mentioned by Mr. Brewster, with embrasures for guns, was built about the same time and a flagstaff erected. No further improvement was made to the yard until 1806, for on February 6 of that year the accountant of the Navy reported the total expenditures for the purchase and improvement of the yard as only $33,249.07.

1806. In 1806 J. M. Gamble, first lieutenant of marines, with a guard consisting of one sergeant, two corporals, fifteen privates, and two musicians, was ordered by the Navy Department as a garrison for the protection of the Government property, and the *Bee*, a small gunboat, was stationed at the yard for the protection of the harbor and to act as a guard ship.

1808. In 1808, Commodore Tingey, then in charge of the Washington navy-yard, submitted to the Secretary of the Navy the following rules for the government of his navy-yard, which were adopted for all the Government yards and appear to be the basis out of which have grown all the subsequent regulations for their government:

All officers, petty officers, mechanics, and laborers attached to this yard shall not leave it during the hours of work without leave, first obtained of the second officer of the yard, and in case the time of absence shall require more than one hour they shall apply through him to the commandant in writing, stating the quantum of time wanted and the general nature of the business intended to be transacted, which applications the commandant shall keep on file in his office, and if found to be in his opinion too frequent from any one person he shall forthwith report the same to the Secretary of the Navy, whose sanction he shall have whenever any such leave of absence shall require more than one day.

From 1808 to 1812 little or nothing was done to the yard, excepting to care for and preserve the Government property, and it remained under the general charge and superintendence of the navy agent.

1811–'12. The expenditures of the establishment of Portsmouth for 1811, including freight, store rent, commissions to agent, pay of storekeepers, superintendent, and contingent expenses, was only $1,777.24; for 1812, $2,846.20.

HISTORY OF THE UNITED STATES NAVY-YARD, PORTSMOUTH, N. H., 1812–1818, INCLUSIVE.

COMMODORE ISAAC HULL AND COMMODORE THOMAS MACDONOUGH, COMMANDANTS.

Soon after the breaking out of the war with Great Britain it became necessary to inaugurate a new policy with regard to the Portsmouth navy-yard, and it was, like the other yards, placed in charge of an officer of the Navy. Lieut. Thomas Macdonough was selected for its command, subject to the orders of the commandant of the Boston station, the Navy agent, however, still continuing to act as the superintendent.

1812. On the 12th of September, 1812, the Secretary of the Navy wrote to Commodore Bainbridge, commandant of the navy-yard at Boston, that "his command extends without question to Portland." "It was never intended to give Lieut. Macdonough a command independent and separate." During the same year the sloop of war *Wasp*, brig *Rattlesnake*, and brig *Enterprise* received some slight repairs at the yard and four or five of the gunboats were ordered to rendezvous at it.

1813. On the 25th of February, 1813, the Secretary of the Navy, in reply to Commodore Hull, then the commandant of the Boston navy-yard, wrote him, his "command certainly extends to every gunboat eastward of Boston, to all the floating force attached to Portland and Portsmouth, but it was not intended to charge him with the care of the yard at Portsmouth. The Navy agent at Portsmouth acts as superintendent of the yard and has charge of the public stores therein, and of course the return of stores will be expected from him to me."

The following day, February 26, the Secretary wrote Commodore Hull, that "all the gunboats at Portland, Saco, and Kennebunk or elsewhere" were ordered to be laid up at Portsmouth in ordinary, and that he was to select a master to take charge of them and report the state and condition of each gunboat. Sailing Master Nathaniel Stoodly was accordingly ordered by him to take charge of them.

It having been decided to build one of the 74's ordered at Portsmouth, Commodore Hull assumed command of the yard as its first commandant on the 1st of April 1813, at which time he was relieved as commandant of the Boston yard by Commodore Bainbridge.

On the 9th of April, 1813, the Secretary of the Navy for the first time addresses him as "Isaac Hull, esq., commandant of the navy-yard, Portsmouth, N. H.," and acknowledges the receipt of his letters of the

3d instant announcing his arrival at the station. He instructs him immediately to prepare the ways for laying down the 74 to be built under his inspection with as much dispatch as consistent with the careful collection of the best material and the faithful execution of the workmanship.

The Secretary adds:

The entire frame is cut to molds and rough beveled; it therefore can not be deviated from. Their proportions and lines are good and fair, they will be noble ships, but too crooked, and their topsides tumble home too much; this however can not now be helped, except the sheer, which I intend to straighten by raising it amidship and dropping it at each end. The upper deck is to be flush without a poop. Mr. William Badger has been mentioned to me as the most experienced and reputable shipbuilder in Portsmouth. You will ascertain his qualifications and that of others and let me know the terms and rate per annum at which one or two of them will engage to direct the work as master builders. You will require a smithshop and some other necessary improvements in the yard, and I should like to have an estimate of the cost of the improvements absolutely requisite.

On your taking charge of the navy-yard and effects attached to it, the functions of Mr. Langdon will be simply that of navy agent, with no other perquisite or allowance than that allowed by law viz: 1 per cent on the amount of his expenditure. You will engage a competent master shipsmith.

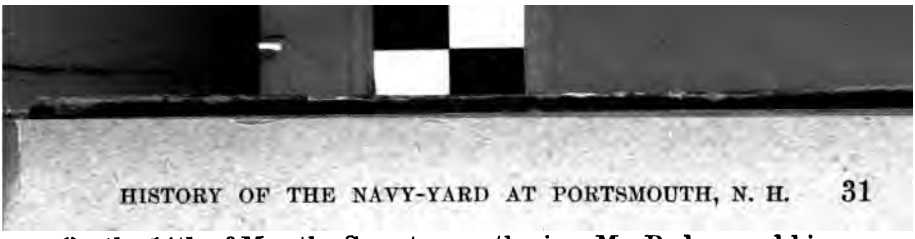
The entire superintendence and control of the navy-yard and everything attached to it is with you, and I rely with perfect confidence upon your judicious arrangement and economical management *to prove to the public that establishments of this nature are not necessarily scenes of extravagant waste and expenditure.* You will if you think proper remove all the public stores to the navy-yard and give up the stores that have been hired. In your estimate of the improvements you may include the probable cost of the stores you suggest the propriety of building.

Four days later (April 13) the Secretary wrote Commodore Hull:

Relying on your judgment and economy in making such improvements as are indispensably necessary, you will proceed therein and forward an estimate of the whole. The island you mention (for a blacksmith shop) as on the plat appears to be suitable for the purpose, provided the passage and carriage to and from are free at all seasons.

On the 28th of April the Secretary orders and authorizes the lengthening of the 74 on the keel from 150 to 155 feet, the molded breadth of beam to be extended from 48 to 50 feet, the depth of hold to be as originally intended. These dimensions, he says, will admit of fifteen ports of a side on the lower deck and sixteen on the second deck. The poop to be retained. He also approved of employing the talents and experience of Mr. Badger as a builder at $1,800 per annum; and in conclusion writes the commodore:

I rely upon your care and frugality so to arrange everything in your department as to produce the greatest possible public benefit at the least possible expense, recollecting that every cent applied to unnecessary or superfluous purposes is so much taken from the efficient force of the Navy, which it is our sacred duty to cherish and improve, that our means are limited and our expenditures hitherto such as greatly to discourage and injure the establishment, and that by proper arrangement and system those who have been adversaries may be converted into friends.



On the 14th of May the Secretary authorizes Mr. Badger and his son the same compensation as Messrs. Hartts, and adds:

Portsmouth will be a very convenient place for repairing our ships, and I wish to provide the means for that purpose and in particular to keep two or three sets of masts of different classes on hand.

On the 20th of June, 1813, the Secretary ordered the guns and other articles belonging to the Navy Department at Portland, Me., to be sent to Portsmouth. In this connection, Brewster, in his Rambler, tells a story related to him by Capt. Daniel Fernald, who then commanded the schooner *Sally*, a coaster. On one occasion he took on board two 24-pounder cannon, 100 boarding pikes, and 13,000 pounds of powder at Portland for the Portsmouth navy-yard. The guns were placed on the keelson and the kegs of powder, etc., around them. He then filled the hold with spruce wood over them, and piled some cords on deck over the hatchway. Off Saco the schooner was becalmed and he was boarded by a boat from the British 74 *Spencer*, after inquiring where from? Portland; where bound? Portsmouth; what is your cargo? firewood, the lieutenant, not satisfied, ordered his men to remove the wood from the hatch and see what was in the hold. They accordingly worked until tired, and when within one tier of the guns left the job, reporting there was nothing but wood on deck and in the hold. As the captain appeared so inoffensive, the lieutenant, whose name was Robert Lashley, concluded to let the *Sally* pass, telling the sailors, who wished to make her a prize, it would cost just as much to condemn this poor man's wood craft as it would a large ship, and their prize money would not amount to a penny a piece. The interview was seen from shore, and the news reached Commodore Hull that the *Sally* was captured, but ere long she appeared, to the commodore's surprise, and he sent his boats to tow her up to the yard, where she was soon relieved of her precious cargo.

On another occasion the *Sally* was chased by the *Tenedos* frigate, when loaded with knees and other timber for the *Washington* 74. The chase resulted in the *Tenedos* striking upon some rocks, which so exasperated her captain that he opened fire upon the *Sally* with his broadside guns, 18 pounders, none of which, however, struck the little craft, but Capt. Fernald went on shore and picked up one of the balls, which on his arrival at the navy-yard, he presented to Commodore Hull as a token, who said to him, "You are a good fellow and stand fire well, go up to the yard and we will unload you." Capt. Daniel Fernald was a descendant of one of the original proprietors of the Navy-Yard Island, and died March 7, 1866, aged 98¼ years.

This timber and knees is probably a part of that alluded to in a letter from the Secretary to Commodore Hull, dated July 17, 1813, advising the commodore that a cargo of Georgia pine, purchased at Bath, will be sent to Portsmouth, and expressing disappointment at a deficiency in the frame of the 74 at Portsmouth, and that the deficiency will be *supplied from Boston* or New York.

August 10, 1813, the Secretary writes the commandant that he feels great responsibility in building the 74's, and wishes "to construct them of such materials and with such fidelity as to insure their durability and remove the prejudice which has taken such deep root in consequence of the enormous repairs and loss of time, which has so seriously impaired the resources and efficacy of the establishment." He relies upon "good timber, good work, and thoroughly dry salting to produce this effect," and directs "a good, substantial, permanent cover" to be erected over the 74, at a cost of $2,000, and thinks it will be money well laid out.

The same letter authorizes the employment of Mr. Tunis Craven as "clerk of the yard," with a salary of $700 per annum.

On the 18th of September the Secretary authorizes the navy agent to make a regular contract with Johnson & Hays for the cover to the 74, though their proposal greatly exceeds the estimate.

On the 1st of September the brig *Enterprise*, Lieut. William Burrows, commanding, sailed from the yard on a cruise to the eastward, and on the 5th, following, had the engagement off Pemaquid with H. B. M. brig *Boxer*, in which she succeeded in capturing her adversary. Both vessels were taken into Portland, where Commodore Hull visited and inspected them, and reported upon the conflict. He appears to have recommended the purchase of the *Boxer* for the service, for on the 16th of September the Secretary wrote him, acknowledging his receipt of the official account of the action between the *Enterprise* and *Boxer*, in which he says:

I have received your letter of the 9th covering the report of survey of the *Boxer*, by Lieut. Tillinghast, and the observations of the commander of the *Boxer* in respect to her qualities, from which nothing can be deduced favorable to her sailing. She is no doubt a good sea boat and well calculated for the channel service and coasting convoys, for which purpose she was in all probability intended, but when we consider the extent and nature of the forces of the enemy with which we have to contend, the good of the service and regard for the lives and interest of our gallant officers and seamen forbid the employment of any vessel deficient in the most essential quality of all others, that of very superior sailing.

Persuaded that the *Boxer* is liable to this objection, I shall not think myself justified in purchasing her for the public service. She will therefore be libeled on account of the captors, and sold for their benefit, presuming that the court will pronounce what is reported to be the fact, that the *Boxer* was equal or superior to the *Enterprise* in force. You will please report to me the exact dimensions and force of the two vessels at the commencement of the action.

On the 25th of September the Secretary directed the sword and personal effects of Capt. Blythe to be forwarded to his widow, and October 22 wrote the commandant in reference to the purchase of the *Boxer* for the service:

If upon mature consideration you shall be of opinion, after having carefully examined the *Boxer*, that she is well calculated for the service of the Navy, and shall sell at a reasonable rate, taking into consideration the damage sustained and consequent expense of repairs, you are authorized to purchase her for the service of the

Navy of the United States, provided the vessel and her entire armament and equipment and material, viz., everything that she had on board when captured, shall be sold together, and that no artificial bidders shall be suffered to swell her up beyond her intrinsic value. Her easy draft of water is much in her favor for our southern coast and water.

For whatever reason, the *Boxer* was not purchased for the service, but when sold at Portland was bought by Thomas and William Merrill, merchants of that place, for the merchant service, and was afloat as late as 1845. About a year after her capture, in September, 1814, she was temporarily armed with the guns of a Portuguese prize ship and hauled into position by the Portland rifle corps to defend Vaughans Bridge in Portland Harbor. Her own guns, which were 18-pounder carronades, were put on board the privateer *Hyder Ali*, built and fitted out at Portland.

There is an incident connected with the fight of the *Enterprise* and *Boxer*, and which in fact led to it, that is not generally known, which, though not in any way connected with the history of the Portsmouth navy-yard, I will stop to relate, for its general interest and for its better preservation, as it was communicated to me by the venerable Charles Tappan, a brother of the well-known philanthropist, Lewis Tappan, in 1873, only a few months previous to his decease. The following is Mr. Tappan's narrative of the occurence, copied from his autograph letter to me:

CAMBRIDGE, MASS., *September 9, 1873.*

At the commencement of our war with Great Britain in 1813, the United States had but few if any factories for the manufacture of woolen cloths and blankets, and the soldiers were clad in British cloths and slept under British blankets. It was understood no captures would be made of British goods owned by citizens of the United States, and many American merchants imported via Halifax and St. Johns, N. B., their usual stock of goods. In 1813 I went with others in the Swedish brig *Margaretta* to St. Johns, N. B., and filled her with British goods, intending to take them to Bath, Me., and enter them regularly and pay the lawful duties thereon. All we had to fear was American privateers, and we hired Captain Blyth, of H. B. M. brig *Boxer*, to convoy us to the mouth of the Kennebec River, for which service we gave him a bill of exchange on London for £100. We sailed in company, and in a thick fog off Quoddy Head the *Boxer* took us in tow. It was agreed that when we were about to enter the mouth of the river two or three guns should be fired over us, to have the appearance of trying to stop us, should any idle folks be looking on. Captain Burrows, in the United States brig *Enterprise*, lay in Portland harbor, and hearing the guns got under way and, as is well known, captured the *Boxer* after a severe engagement in which both captains were killed. Our bill of exchange we thought might in some way cause us trouble, and we employed Esquire Kinsman to take 500 specie dollars on board the captured ship and exchange them for the paper, which was found in Captain Blyth's breeches pocket.

Yours, respectfully,

CHAS. TAPPAN.

Capt. PREBLE.

The cargo of the Swedish brig was transshipped from Bath to Portsmouth.

On the 14th of December, 1813, the Secretary authorized the employment of Mr. Hartt to superintend the construction of the 74, if agreeable to him, and says his difference with Commodore Bainbridge in Charlestown arose from a personal misunderstanding, and not from a want of confidence in his capacity as a builder. It does not appear, however, that he was ever employed.

On the night of the 22d of December a fire broke out in Portsmouth, which in eight hours destroyed 180 dwelling houses and 64 other buildings, covering 15 acres of ground. The value of the property destroyed was estimated at from $250,000 to $300,000. Commodore Hull, Capt. Smith of the *Congress*, Capts. Creighton and Renshaw, and other gentlemen of the Navy then in port, with the crews and fire apparatus under their command, rendered essential service. By their exertions much property was saved from destruction. "In their conduct," says Mr. Nathaniel Adams in his Annals, "was fully exemplified the great advantage of discipline in the time of danger. The officers with coolness and discretion sought the places where their exertions were most needed and their men executed their orders with intrepidity." The progress of the conflagration was finally arrested by gunpowder.

1814. At the commencement of 1814 Commodore Hull was in command of the yard, and we find by a report made by him that the officers and men then employed in the yard and on board the gunboats were:

Name.	Rank.	Salary per month.
Isaac Hull	Captain, commandant	$100.00
Tunis Craven	Storekeeper	83.50
Joseph Watson	Captain's clerk	25.00
Adam Hill	Coxswain	19.00
John Chandler	Seaman	12.00
William Black	do	12.00
James Kenny	do	12.00
Ephraim Tripthern	Ordinary seaman	10.00
Ephraim Amagrea	do	10.00
William Pettigrew	do	10.00
Attached to the gunboats in ordinary.		
Nathaniel Stoodley	Sailing master	40.00
Benjamin Davis	Seaman	12.00
John Webster	do	12.00
Charles S. Clinton	do	12.00
Job Woodson	do	12.00
Andrew Newman	Ordinary seaman	10.00
William Porter	do	10.00
Jarvis Garrett	Seaman and cook	12.00

He states the men attached to the yard are occupied in going in boats to bring such stores from the town as are from time to time wanting, and in doing duty as laborers when not wanted for other purposes. He also says a man rated as a quarter gunner, "to act as gunner of the yard," is much wanted "to take care of the arms and keep things in order about the boats, etc."

Such was the modest establishment of the Portsmouth navy-yard at *the commencement of* and during the war with Great Britain.

On the 14th of November, 1814, the commandant reported the following as the condition of the improvements of the navy-yard at that date:

Description.	Length.	Breadth.	Height to roof.	Remarks.
	Feet.	*Feet.*	*Feet.*	
Dwelling house	66	28	17	Originally built and only fit for a master carpenter; wants painting and some small repairs.
Barracks	70	30	18	Wants painting and some small repairs.
Small house				In bad repair; now occupied as an office; ought to be removed.
Store	23	22	9	In bad repair; must be removed, being in the way at working at the ship.
Workshop	34	22	9	Now filled with carlines; is in bad repair and ought to be removed.
One timber shed	130	30	8	In bad repair, only fit for a workshop in bad weather.
Timber shed	100	30	10	Good roof and frame, underpinned with stone.
Boat house	44	17	9	In tolerable repair.
Two sawpits				Covered with sheds.
One sawpit				Wanting a shed.
Large timber dock	870			The piers in good repair. The railing, caps, plank, etc., want repairing.
Small dock				400 feet to a small island which is connected with the main island by a bridge 160 feet long. On the small island a blacksmith shop is now erecting, 60 x 25 feet.
Bell house, flag house and staff.				
Ways for a 74-gun ship				In complete order, having been repaired since my arrival.

All the buildings are of wood.

On the 14th of January, 1814, the secretary authorized the commandant to make requisition for—

32-pounder shot	tons	100
Grape stools	do	20
24-pounder shot	do	50
Grape stools	do	10
18-pounder shot	do	30
Grape and stools, also a proportion of cannister shot	do	6

In the same letter he informs the commandant that the 74's are to be armed entirely with guns of 32-pounder caliber, viz:

Lower battery	30 guns, weight 60 to 62 cwt.
Main deck battery	30 guns, weight 51 to 55 cwt.
Upper deck	26 carronades.
Total	86 guns.

During the year 1814 the coast between Portsmouth and Boston was blockaded by a squadron of British vessels of war, consisting of the *Bulwark*, 74, *Poictiers*, 74, *Spencer*, 74, *Endymion*, 32, *Shannon*, 38, *Tenedos*, 38 and *Vulture*, 24. These vessels were often in sight, one or more of them at all times, between the mainland and the Isle of Shoals, and it was difficult for any vessel entering or departing from Portsmouth to escape their vigilance. It was feared that the fleet would attack Portsmouth and much apprehension was entertained lest the enemy should send in a party in boats to burn the 74 (whose keel was laid in March) and precautions were taken to prevent it. Many false

alarms were caused by various circumstances during the year, the prevailing idea being that a destruction of the 74 had been ordered by the officer in command of the enemy's ship outside, and that opportunity was only wanting for its consummation.

Commodore Hull appears to have shared in these apprehensions and to have written the Secretary of the Navy on the subject strongly representing the defenseless state of Portsmouth, and urging the necessity of additional fortifications and a military force for its defense. In reply, on the 14th of January, the Secretary wrote him:

When the intention of the Government to build the 74's was known all the intelligent men from the vicinity of Portsmouth represented the place to be so strong by nature as to require very little protection from art; but to create and maintain the force contemplated in your letter would be an effectual bar to building at Portsmouth, as the expense of defending the ship while building, if the means of defense, natural and artificial, are really so feeble as represented, would cost more than the ships would be worth when built.

This is a subject which I wish distinctly to understand before further expense is incurred on the establishment, for had I conceived the situation to be so vulnerable and exposed as it is stated to be, I should certainly not have authorized the great expense already incurred. I do not perceive the necessity of building a lookout vessel, as the sound of the tocsin alone will not avert the danger.

This subject shall be duly represented to the President and to the Department of War, whose province it is to provide fortifications, etc., but the active operations of the war require so much of our fiscal and physical means that I doubt whether any very material force may be expected for this object.

On the 14th of May the Secretary informed the commandant that the Secretary of War promises to reënforce Portsmouth as far as may be practicable, and that Col. Walbach will be ordered to command the troops stationed there. The commodore again urges the defenseless state of Portsmouth against attack, and recommends launching the 74 as speedily as possible and removing her up the river. The Secretary replies, as she can not be launched until October all the danger will have been incurred, for the enemy will not attempt to destroy her during the boisterous season.

The keel of the 74 was laid, as we have said, in March, two of the old sheds having been removed to make room for it on the ways. Work was pushed and progressed very rapidly on her, and in September she was well advanced. On the 22d of September the Secretary ordered her to be named the *Washington*, and submits to the discretion and judgment of the commandant after her launch, either to remove her up the river or provide the best defense he can for her near the yard. She was not, however, launched until July, 1815, after peace had been declared with Great Britain. On the 21st of June, 1814, about noon the town of Portsmouth was alarmed by a report that the British were landing at Rye Beach, alarm bells were rung, signal guns fired, etc. Mr. Mark Dennett, of Kittery, informed Mr. Fentress (who narrates the incident in his history of the yard) that Commodore Hull arranged with the officers of the local militia, that in case of an alarm at the yard

three guns should be the signal for the assembling of the troops. Mr. Dennett was then 29 years old, and an officer in a company of minute men at Kittery. One cold night in the fall the report of three cannon came booming over the water, and soon 60 men were assembled and took up their line of march for the yard by way of Kittery, but before taking boats for the island, for there was no connecting bridge then, an officer from the commodore met them and reported the alarm was caused by a fleet of fishing vessels sailing in, which were mistaken for the enemy's boats.

While the *Washington* was on the stocks a quantity of oak knees shipped for her from the South was landed at Gloucester, and as it would take more time than could be afforded to team thence to the yard, the commodore resolved to have them transported by water in spite of the blockade, and for that purpose employed the fishing smack *Yankee*, Capt. Henry Trefethen, who made several successful trips, but at last made one which nearly cost him his craft and his liberty. After leaving the harbor he made all sail with a stiff breeze from the SSW. and thick hazy weather, which soon settled into a dense fog. Thus situated, about 1 o'clock p. m., he came suddenly upon a blockading ship at anchor; the wind decreased and the smack was moving about 4 or 5 knots. A hail came from the ship, and soon after it, when she had disappeared in the fog, a broadside was fired from the direction in which she was last seen, which cut the *Yankee's* sails so badly as to make them almost useless; but the brave old sea dog kept on, though altering his course, so when the fog lifted he found himself off Rye and a sloop of war about 2 miles distant to leeward. He crowded on all sail and succeeded in reaching the harbor in safety without the loss of a stick of timber. His foresail was completely riddled by the enemy's broadside, his jib was much cut, and a shell had disabled his main boom. Commodore Hull, on learning the circumstances, ordered him a complete suit of sails and a new main boom, in addition to the freight upon his cargo.

At the beginning of this year (1814) the commandant was authorized to build a small and cheap frame building for the purposes of a hospital.

In March the navy agent, Henry Langdon, acknowledges to have received, agreeably to his requisition:

For building 74's and frigate	$15,000
For provisions	12,000
For contingent	3,000
For navy-yards	20,000
Total	50,000

On the 17th of March the Secretary ordered the *Wasp* and the *Congress* to be got ready for sea without delay, and wishes by return of mail to know when the *Congress* will be ready. The *Wasp* 18, under command of Master Commandant Blakeley, got to sea on the 1st of May, and sailed on that brilliant but ill-fated cruise from which she was never

to return, her fate being still a subject of mystery, for whatever it was, no officer or man survived to tell the tale.

On the 3d of November the Secretary again ordered to fit the *Congress* for service and prepare her in all respects for a cruise, but she did not succeed in eluding the blockade, and after being put out of commission was towed 4 miles up the river and moored in a safe place.

September 26 the Secretary informed Commodore Hull that the "Officers and crew of the U. S. S. *Adams* (which had been run on shore at Hampden, in the Penobscot River, and burnt to prevent her capture by the enemy) are strictly within the station designated as your command, and to which no officer commanding another station can extend. Should a senior officer not commanding a distinct station arrive within that now under your command, he will of course command, *except the navy-yard.*"

The schooner *Tom Bowline*, of 12 guns and 260 tons, was purchased at Portsmouth in 1814 for $13,000, and was sold out of the service in 1816.

In the early part of the year an unfortunate event occurred, which was the cause of considerable excitement, and brought into amicable conflict the military and civil authorities as to jurisdiction in the case when it was found that at the time of the purchase of the island the State jurisdiction was not ceded to the United States by Massachusetts.

The event alluded to was a marine sentry's shooting a man, who, when challenged, refused to answer and sought to evade the challenge.

On the 14th of March the Hon. Richard Rush, Attorney-General, decided that "a marine charged with the homicide in question should not be surrendered to the State authorities, but should be handed over to the judiciary of the United States, as having by law the proper cognizance of the case." And on the 19th of March the Secretary wrote the commandant, "I have this moment received your letter of the 13th instant. I entertained no doubt that the island had been ceded to the United States, but in the meantime should you have ascertained that it has not, you will without hesitation deliver the man to the civil authorities of the State having jurisdiction, and in that case, you will provide for the comfort of the unfortunate marine. You will also sustain him by the encouragement he has a right to derive from a conscious discharge of duty, a reliance upon the justice of the tribunal, and the aid of the United States attorney, to whom you will apply, to defend his cause."

1815. Commodore Hull was the commandant in the beginning of the year 1815, but was relieved by Commodore Thomas MacDonough on the 1st of July, and Commodore Isaac Chauncey was ordered by the Department to superintend the launching of the *Washington*, and hasten her equipment, as she was to be his flagship when ready for sea. The Hon. Benjamin W. Crowninshield succeeded the Hon. William Jones as

Secretary of the Navy December 19, 1814, and on the 16th of February the Secretary ordered Commodore Hull to prepare the *Washington* for sea with all dispatch, and at the same time informed him: "The treaty of peace will no doubt be ratified by the President and Senate, and a proclamation to that effect may issue to-morrow."

On the 24th he informs him: "The guns for the *Washington* will be sent by water as soon as the navigation shall be free."

On the 9th of March he orders the gunboats to be laid up, and on the 18th calls Commodore Hull to Washington, "on important temporary service." The result of this visit was that Commodore Hull was appointed one of the three navy commissioners, then for the first time organized, Commodore John Rodgers being the senior and Commodore David Porter the junior member. In July the *Washington* was launched. The launching of so large a ship was an event of uncommon occurrence, and thousands of persons were attracted to witness it. On the day of the launch the weather was fine and the shores were lined with an enthusiastic multitude. As the great ship began to move the cheers were deafening, the band played a national air, while the cannon from the neighboring forts sent their reverberations over the surrounding hills. Commodore Chauncey stood upon the bows, directing the launch.

At the time of launching a young gentleman in undress uniform was arrested, being suspected to be an English naval officer, but he proved to be Commodore Chauncey's brother. This incident gave rise to a story that a British spy was arrested in the yard at that time.

The *Washington* was fitted out immediately as the flagship of Commodore Chauncey, ordered to command our squadron in the Mediterranean.

In August there was a strike among the workmen employed in equipping the ship, and some difficulty was experienced in getting men to work, owing to the depreciation of Treasury notes, which caused the Secretary to address the following letter to Commodore MacDonough:

AUGUST 21, 1815.

If the work of the ship is suspended in consequence, measures will be taken to equip the ship in order to proceed to New York, where the payments in Treasury notes are equal to those in gold and silver. This will eventually drive all the naval operations and equipment from the Northern to the Middle and Southern States. You will be pleased to report to me the present state of the ship and the time necessary to fit her for sea, so as to proceed to New York.

The difficulty was gotten over, the ship was completed, and in October the *Washington* sailed for Europe, where she remained as the flagship of the squadron until 1818, when she returned to New York. It was her first and only cruise; she was laid up in ordinary at New York; was for a time the receiving ship for recruits at that station, and was broken up in 1843. Such was the brief and uneventful history of the third line-of-battle ship launched within the United States, the first being the *America*, built at Portsmouth, the second the Independence,

built in Boston, which was razeed to a 54-gun frigate, and is now (1877) doing service as a receiving vessel at Mare Island, California, and the third the *Washington*. The *Washington* was built by contract by Messrs. Badger and Magraw, the Government furnishing the materials, and she cost $335,800.

1815–'18. From 1815 to 1818 there was no work done on vessels at the yard. The six gunboats in ordinary were sold at public auction, one being for a time retained as a tender to the yard.

The yard now began to assume the appearance of a naval station. A lodge was erected for the ordinary men, and that force was increased in 1818. A storehouse was erected with one story for a rigging loft, and a new wharf was built in 1818 at a cost of $900. The house which had been fitted for the commandant from the old building originally on the island was remodeled and rebuilt, and the grounds were also inclosed. The entire force was employed in laying out walks and making preparations to erect buildings. Quite a number of negro seamen were employed at the yard in the ordinary force, but orders from the Department directed the discharge of all of them who were not employed as servants to officers. The pay roll of workmen in the yard in 1818 did not number more than 50 mechanics, and they were required under the head of "improvement."

1817. In February, 1817, orders were received to lengthen the shiphouse (now No. 5) 12 feet and to build a ship of the line to measure 9 feet more in length than the *Washington*. Accordingly, on the 15th of April, the keel of the *Alabama*, 74, was laid in the lengthened shiphouse. This ship was launched on the 23d of January, 1864, and renamed the *New Hampshire*.

On the 18th of April, 1817, the navy commissioners issued the following order restricting the admission of strangers to our navy-yards, which was ordered to be enforced at Portsmouth.

CIRCULAR.] NAVY COMMISSIONERS' OFFICE,
April 18, 1817.

SIR: The easy access of strangers of every description to the naval establishments of the United States being considered improper, because it furnishes foreigners with opportunities of making remarks and investigations that may be injurious to the interests of the nation, you will be pleased to be governed in future in the admission of strangers by the following rules:

No persons except officers of Government and members of Congress, and those attached to the yard or laboring in it, are to be permitted to enter without reference being had to the commanding officer, who will decide whether the business of the applicant for admission is such as to entitle him to admission; for this purpose a sergeant or corporal of marines is to be stationed at the gate of the yard, whose duty it shall be to apply to the commanding officer.

In the event of any stranger being admitted under pretense of business, special care is to be taken to prevent the possibility of his making any examination of the interior police of the yard, in taking any plans, or gaining any particular knowledge of the construction of vessels, ships' docks, engines, or anything material, *unless this rule is dispensed* with by special permission of the Navy Department.

The practice of showing foreign officers all the interior of the yards, and of explaining to them any alterations or improvements that may have been introduced, being considered as likely to lead to injurious consequences, you will be pleased to take special care that every officer belonging to the yard be instructed in future to avoid this.

It may be proper to add that all civil officers having civil process to serve on any person belonging to the establishment are to be permitted to enter on showing the proper warrant from a magistrate to the commanding officer.

Respectfully,

JOHN RODGERS.

This order, though it has never been rescinded by the commissioners and has been from time to time supplemented by similar special instructions, fell greatly into disuse, and was altogether disregarded, and may be considered as obsolete, the times which rendered it necessary having materially changed. It still, I believe, requires a written order from the Board of Admiralty before a foreigner or foreign officer can obtain admission into a British dockyard. Not many years since, I was refused admission to Woolwich and Portsmouth from not being so provided.

In 1815, the official publication of a Navy Register, containing the names and stations of the officers of the U. S. Navy, was commenced and has been continued annually. A list of the officers attached to the yard on the 1st of January of each year, taken from it, will be found in the appendix.

1818. In 1818 we find there was one captain commandant, five lieutenants, a surgeon, purser, midshipman, three sailing masters, a gunner, captain of marines, and first lieutenant of marines, attached to the yard; and the "ordinary" gang consisted of a boatswain's mate, carpenter's mate, a steward, twelve seamen, and twelve ordinary seamen. One of the lieutenants, the late Rear-Admiral Joseph Smith, was detached and ordered to the *Guerrière*, in May.

On the 4th of April, 1818, Congress passed a law establishing the flag of the United States, limiting the number of stripes to thirteen, the number of the original States, and assigning a white star in the union for each of the twenty States then belonging to the United States, and an additional star to be added for each new State on the 4th of July after its admission. Previous to this law since 1794 the established flag consisted of fifteen stars and fifteen stripes, representing the number of States at that date in the union. Neither that nor the law first establishing the flag, nor the law of 1818, designated how the stars in the union should be disposed, but in the Navy it had been customary to place them in parallel lines, and the commissioners, on the establishment of the new flag, issued the following circular order, which has since governed the placing of the stars for all the flags of the U. S. Navy:

[CIRCULAR.] NAVY COMMISSIONERS' OFFICE,
May 18, 1818.

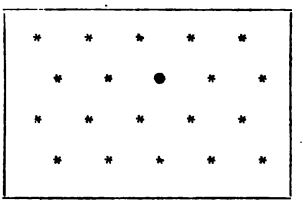
SIR: The Navy Commissioners have to inform you that, agreeably to the act of *Congress of the 4th of April*, 1818, entitled, "An act to establish the flag of the

United States," our national flag is from and after the 4th of July next to be: thirteen horizontal stripes, alternate red and white; the Union to be twenty stars, white, in a blue field, one star to be added on the admission into the Union of every new State, such addition to be made from and after the 4th of July next succeeding the date of such admission.

The size of the flag must be in proportion of 14 feet in width and 24 feet in length. The field of the Union must be one-third of the length of the flag, and seven-thirteenths of its depth, so that from the top to the bottom of the union there will be seven stripes, and six stripes from the bottom of the union to the bottom of the flag.

The manner of arranging the stars you will perceive by the subjoined sketch.

The upper and the lower stripe to be red.



Respectfully,

JNO. RODGERS,
President.

OFFICER COMMANDING,
Navy-Yard, Portsmouth, N. H.

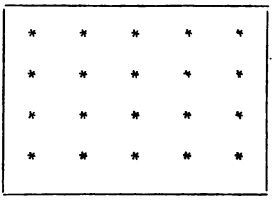
On the 10th of September following, the arrangement of the stars was modified by the following order, placing them in four parallel lines directly under each other.

[CIRCULAR.] NAVY COMMISSIONERS' OFFICE,
September 10, 1818.

SIR: Since our circular of the 18th of May last, relative to the flag to be worn by the vessels of the United States and at our naval stations, it has been determined by the President of the United States that the arrangement of the stars shall correspond with the pattern stated below.

The dimensions and relative proportions of the flag continue as stated in our circular. You will govern yourself accordingly.

On first hoisting the flag you are to fire a salute of twenty guns.



I am, sir, respectfully, your obedient,

JNO. RODGERS,
President of the Navy Board.

Capt. MORRIS,
Portsmouth.

Capt. Charles Morris succeeded Commodore Macdonough as commandant July 18, 1818, and the Hon. Smith Thompson, of New York, succeeded the Hon. Benjamin W. Crowninshield as Secretary of the *Navy on the 9th of* November, 1818.

HISTORY OF THE UNITED STATES NAVY-YARD, PORTSMOUTH, N. H., 1819 TO 1826, INCLUSIVE.

COMMANDANTS—CAPT. CHARLES MORRIS, 1818-1823; CAPT. WILLIAM M. CRANE, 1823-1825; CAPT. CHARLES G. RIDGELEY, 1825-1826; CAPT. JOHN ORDE CREIGHTON, 1826-1827.

1819. The first portion of a sea wall to the yard was laid west of the ship house (now No. 5) in March, 1819, and the earth filled in; the wall was extended some 500 or 600 feet to the west, and the improvement cost $2,920.

The force of workmen in the yard was largely increased, as a new ship house was being built (now No. 4) to the west of the old one, and work was being hurried on the *Alabama*, 74. The old custom of firing a morning and evening gun was dispensed with, and the remains of the old octagon fort around the flagstaff were removed to make room for the improvements that were being added.

1820. August 16, 1820, the frame of the ship house (No. 4) was raised, and the slip and wharf begun; the whole cost of these improvements, which were completed in 1822, including the cost of slating the ship house, was $19,931.42.

October 15, 1819, Capt. Morris left the yard to join the *Constellation*, but soon returned to the command of the yard.

September 18, 1819, the Hon. John Langdon, who had been so intimately connected with the early history of the Navy and the naval establishment at Portsmouth, died. At his funeral military honors were performed by the battalion of United States troops under Col. Walbach; minute guns were fired during the procession from the forts and navy-yard, and the shipping displayed its colors at half-mast.

On the 16th of October Lieut. Walter A. Monteath, who had been attached to the yard since 1816, died, and was buried with military honors. He was the first officer who died on duty while attached to the station after its establishment.

February 19, 1820, a new flagstaff was erected on the south end of the ship house, and on the 21st a new flag was for the first time suspended from it. Several punishments of the ordinary men are recorded in the yard journal for this year.

May 17 "Dyas received twelve lashes on the naked back, agreeably to the rules and regulations of the Navy, for smuggling spirituous liquors into the yard." "Dickson received the same number in consequence of striking the gunner."

June 19 "Lowe and Welsh were punished for leaving the yard without permission."

In 1820 First Lieut. Samuel E. Watson, then in command of the marines at the yard, received permission to erect a barrack for the marine guard, using an old house, which is now on the island, in addition to the small one then occupied by the guard. The work was almost entirely done by the marines, and the expense of the new barrack was trifling. *It stood* where the gun and shot park now stands.

In consequence of the piracies upon our commerce in the West Indies, Congress, on the 15th of May, 1820, authorized five schooners of light draft and heavy armament to be built and equipped. Under this act the schooners *Alligator*, *Dolphin*, *Grampus*, *Porpoise*, and *Shark* were added to the Navy. One of these, the *Porpoise*, was built at Portsmouth. The yard journal records the raising of the new ship house and the schooner the same day, viz, August 16, and that on December 2, "at 10 a. m., the U. S. S. *Porpoise* was launched to her element in very handsome style. Draft of water when launched, 6 feet 5 inches forward, 10 feet 6 inches aft." She was therefore completed to launching in a little over four months. She was built at a slip near the landing outside the ship house, and cost when ready for sea $25,529. She was of 198 tons burthen, and was pierced for 12 guns, but carried a battery of ten 6-pounders and one long 18-pounder. She sailed on her first cruise to the West Indies under the command of Lieut. Ramage, who, on the 7th of January, 1822, attacked and captured six piratical vessels on the coast of Cuba. After making several cruises she was lost in the West Indies in 1833, when commanded by Lieut. Wm. V. Taylor. Her crew were all saved.

We learn from a report made to the commissioners in March, 1820, the daily rates of pay for workmen employed in the yard at that date were:

Ship carpenters, from	$1.75 to	$1.25
Ship carpenters' apprentices, from	.87	.50
Master blacksmith		2.50
Blacksmiths, from	1.66	1.08
Blacksmiths' apprentices		.87
Master joiner		3.00
Joiners, from	1.45	1.25
Sawyers		1.35
Master laborer		1.50
Laborers, from	1.04	1.00

During the month of October, 1820, there was employed upon the 74's on the stocks and schooner *Porpoise* 36 carpenters, 2 carpenters' laborers, 13 blacksmiths, 8 sawyers, 8 calkers, 8 joiners, 8 laborers, 2 masons; total, 85. There were 159 workmen and laborers in all employed in the yard.

In 1822 carpenters received from $2 to $1, average $1.38; sawyers, from $1.33 to $1.16, average $1.25; joiners, from $1.50 to $1, average $1.27; blacksmiths, from $2.25 to $1.

The number of mechanics and laborers employed in the yard on the first of each month during the years 1820, 1821, and 1822 was as follows:

Year.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1820	26	33	77	90	86	71	79	82	71	85	86	61
1821	51	39	68	81	106	100	110	117	152	159	182	184
1822	110	92	100	104	95	112	125	131	123	129		

The expenditures of the yard for the same period were:

Year.	Gradual increase.	Five schooners.	Repair of vessels.	Improvement.	Total.
1820	$11,353.21	$6,278.61		$3,411.09	$21,042.91
1821	25,219.80	163.04	$392.85	6,284.52	32,060.21
1822	23,202.02			4,194.91	27,396.93

1821. In a report on the condition of the Navy, January 25, 1821, the officers and men attached to the Portsmouth yard are stated to be 1 captain, 1 master commandant, 1 lieutenant, 1 surgeon, 1 surgeon's mate, 1 purser, 1 sailing master, 1 captain's clerk, 1 boatswain, 1 gunner, 1 carpenter, 1 steward, 1 armorer, 6 able seamen, 15 ordinary seaman, and the total annual expense, $14,013.50.

From another report we learn the names, rank, pay, and other emoluments of the officers and the number and pay of the men belonging to the Navy who were attached to the establishment of the Portsmouth navy-yard for the two years ending December 31, 1821, viz:

Name.	Rank.	Per month, 1820.	Rations, per day, 1820.	Per month, 1821.	No. of rations per day, 1821.	Candles, per annum.	Servants, per month.	Cords of wood, per annum.	House rent, fuel, and candles, 1820.	House rent, per annum, 1821.
Charles Morris	Captain, commanding	$100	$16	$100	16	$65	$24	28		(*)
John Porter	Master-commandant, commanding.	60	10	60	10	40	16	20		$300
John D. Sloat	Lieutenant	40	3							
William Berry	do			40	3					
Thomas W. Wyman	do			40	3					
Robert L. Thorn	Surgeon	50	2	50	2	20	8	20	$500	200
Charles Chase	Surgeon's mate			30	2	16	6	14		145
Nathaniel Lyde	Purser	40	2	40	2	20	8	12	300	200
Samuel P. Chamberlin	Sailing master	40	2	40	2	20	8	12		200
Nathaniel Stoodley	do	40	2	40	2	20	8	12		200
Richard Baker	Midshipman	19	1							
Michael Mahoney	do	19	1							
Daniel Goodwin	do	19	1							
Augustus Cutts	do			19	1					
Elisha Smith	Steward	18	1							
Ezra Gordon	do			18	1					
Antonio Coerca	Gunner	20	2	20	2					90
Joseph Cox	Carpenter's mate	19	1	19	1	12	6	9		90
John P. Simins	Captain's clerk	25	1	25	1					
Tunis Craven	Naval storekeeper† and clerk of the yard.‡									
Eleven seamen		12	1							
Eleven ordinary seamen		10	1							
One boy		6	1							
Seven seamen				12	1					
Eleven ordinary seamen				10	1					
Two boys				6	1					

* House furnished. † In 1820, $1,300 per annum. ‡ In 1821, $1,500 per annum.

1822. In 1822 the same pay and allowances were continued excepting that the master-commandant was reduced to five rations and a boatswain received the same pay and allowances as the gunner, as per Fourth Auditor's report March 1.

In 1821 $12,000 were appropriated for improvements on the yard and considerable work was done in grading and leveling it. The storehouse and offices, the first brick building erected in the yard, was

commenced (now No. 1) and the keel of a 44-gun frigate, named the *Santee*, was laid in the new ship house, and the present fine timber dock with its seawall, etc., was finished. The *Santee*, after being lengthened several feet, was launched in 1855, and is now in service as a gunnery ship at the Naval Academy at Annapolis. She has never made a foreign cruise. She tonned by the old measurement 1,726 tons. By the new measurement her tonnage is 1,475 tons and her displacement 2,430.

In May, 1821, application was made to the State of Maine "for cession of the jurisdiction of the island on which the navy-yard at Portsmouth is situated," and on the 2d of February, 1822, it was granted by the following act of the State legislature.

STATE OF MAINE.

In the year of our Lord one thousand eight hundred and twenty-two an act to cede to the United States the jurisdiction of Dennetts Island, so called, in Piscataqua River:

Be it enacted by the senate and house of representatives in legislature assembled, That there be, and hereby is, ceded to the United States the jurisdiction over Dennets Island, so called, on the east side of Piscataqua River, within the State of Maine, now belonging to the United States, and occupied as a navy-yard: *Provided, however*, That this State shall have concurrent jurisdiction with the United States over said island, so far as that all civil and criminal process issued under authority of this State may be executed on any part of said island, or in any building erected on the same; and that all persons residing thereon, not being in the military or marine service of the United States, shall be holden to do military duty in the militia of the State in the same way and manner as if the jurisdiction had not been ceded as aforesaid.

This bill passed the house of representatives February 1, the senate February 2, 1822, and was approved the same day by the Hon. Albion K. Paris, governor of the State of Maine.

August 6, 1822, the coal in a shed near the blacksmith shop was discovered to be on fire, supposed to have been from spontaneous combustion, as it was discovered to be on fire in the center of the pile. One thousand two hundred bushels of it were thrown into the river, and a specimen of one of the charred beams was deposited in the commandant's office as a curiosity. The shed was rebuilt and a portion of the coal recovered from the river.

In June, 1821, the commissioners forbid the erecting of any private building in the yard. October 16 they addressed the commandant respecting "extravagance in repairing vessels."

September 22, 1822, the bridge connecting Portsmouth with Kittery was completed, so that it was opened for passengers and the ferry between the two towns discontinued.

1823. Monday, January 27, 1823, Commodore Morris notes in the yard journal that "upon examination it is found not to contain the temperature of the air at sunrise and sunset, according to orders previously *given to the master* of the yard."

March 31, there was a northeast gale with snow, during which several of the old ship house doors were blown in and broken.

In May Capt. William M. Crane relieved Capt. Charles Morris as commandant.

Wooden buildings for officers' quarters were erected upon the site now occupied by the present brick houses.

July 22, the marines took possession of the house formerly occupied by the master of the yard.

August 20, the Secretary ordered the salute for the Board of Navy Commissioners to be fifteen guns.

September 3, a pair of sheers was erected on the head of the new wharf. The building of the brick naval store and wharf was continued through the year, and good progress made.

September 16, 1823, Hon. Samuel L. Southard succeeded Hon. Smith Thompson as Secretary of the Navy.

November, 1823, the commissioners reported the improvements of the yard to consist of: A wooden house for the commandant; a wooden building used as a marine barracks; another used as quarters for an officer; a new brick store (75 by 40) building; a wooden storehouse; timber sheds and workshop of wood; wooden houses, which are used as quarters for the storekeeper, surgeon's mate, the warrant officers (except the master), and the ordinary of the yard; two building slips; two ship houses, one of them new, the other slightly built and requiring repairs next summer; timber docks; the storehouse had advanced so far towards completion that the offices were removed into it, together with the naval stores, on the 1st of January, 1824. The cost of this building was $5,133.20. In 1827 an addition was made to the building (which may be noticed by the roof being higher) which cost $15,000. This building (No. 1 on the plan) is now (1877) used for the stores of steam engineering, equipment, navigation, and a sail loft. The old wooden building which had been used for offices was removed to the rear of the marine barracks, and used as a cook house for the marines and men in ordinary.

1824. The stone wall from the ship house (No. 5) to the blacksmith shop was finished in 1824. It was 687 feet long, 10 feet high, and 2½ feet wide. The men were employed throughout the year in digging, leveling, blasting, and hauling rock, and filling in the wharf and launching ways under the new ship house, some 500 tons of stone being used about the launching ways alone.

March 5, 1824, the Secretary ordered the commandant not to grant a leave of absence longer than one week, unless in cases of great emergency, and then to report to the Department the reason, etc. This order, with little modification, has been continued to the present time.

June 1, 1824, the Secretary sent the commandant a list of the officers he supposed to be then required for the establishment at Portsmouth, which, as somewhat modified by the suggestions of the commandant, *was adopted.*

July 23 John P. Decatur succeeded E. J. Parrott as naval storekeeper, and obtained a leave of absence of three months. Mr. Parrott continued to officiate as storekeeper throughout the year, and Mr. Decatur did not assume the office until sometime in 1825, and remained in office until 1830.

August 17 the President, in a general order, directed "Gen. La Fayette to be received at all the United States naval stations, and by all the United States ships in commission with the honors due the highest military rank in our service," and at 1 p. m. September 1 a salute was fired from the yard on the arrival of Gen. La Fayette at Portsmouth. He does not appear to have visited the yard.

August 17 the yard journal records receiving from the brig *Iris* 3,906 42-pound shot, 11,348 42-pounder grape, 3,400 32-pound shot, 9,988 32-pounder grape, and 886 shot stands.

August 30 received from ship *Lewis* 75 cannon, 3,913 42-pounder shot, 11,307 42-pounder grape, 3,397 32-pounder shot, 10,047 32-pounder grape, and 893 shot stands.

September 2 the governor of New Hampshire visited the yard and received a salute of seventeen guns.

September 9 the Secretary of the Navy, accompanied by Commodores Bainbridge, Chauncey, and Morris, the board of navy commissioners, visited the yard and were received with a salute of seventeen guns.

September 16 commenced building a powder magazine. Congress, by an act approved April 22, 1824, authorized for building new marine barracks a portion of $10,000 appropriated to the improvement of the yard.

October 19 the commissioners ordered "the old building formerly occupied as a barrack pulled down, and, if the old wooden office can be removed and rendered habitable for the sailing master at an expense not exceeding $100 it may be removed; otherwise it must be pulled down. The wall on the southeast side of the yard may be built as suggested, provided it can be done for $150. The eastern dock can not be repaired at present."

October 21 the Secretary addresses a circular letter to navy agents, inclosing a copy of a resolution of Congress in relation to the purchase of real estate, and directs them to ascertain and report, as much in detail as circumstances will permit, all the facts on the subject embraced in the resolution as to real estate held for naval purposes. Under date Portsmouth, N. H., November 13, 1824, Naval Storekeeper E. G. Parrott replies:

> Having with some difficulty collected the information necessary for the purpose, I now, in obedience to the directions contained in your circular of the 21st ultimo, transmit the facts in relation to the purchase of real estate in behalf of the United States, since the year 1776, required by the resolution of the House of Representatives passed April 10, 1824, on the subject, so far as relates to real estate held for naval purposes in this State or on this station.
>
> I can not learn that any real estate has ever been purchased or held by the United States for naval purposes in this State.

The island on which the navy yard is situated, although in this river and near the town, is actually in the State of Maine, was called Dennet's Island and purchased by Jacob Sheafe, esq. (the navy agent), of William Dennet, of Kittery, State of Massachusetts, on the 12th day of June, 1800, for the sum of $5,500, and conveyed to the United States by direction of the Hon. Benjamin Stoddard (then Secretary of the Navy), he being authorized by the President of the United States, as appears by his letter to Jacob Sheafe, esq., dated May 19, 1800, a copy of which, marked A, is transmitted herewith.* The then solicitor of this State, Jeremiah Smith, esq., examined the record of deeds and traced the title for one hundred years and found them clear and undoubted.

The deed, filled up in due form, was recorded, and the original forwarded to the Navy Department, a certified copy of which from the recorder's office is also transmitted and marked B.†

The purchase of this island was not accompanied with the express consent of the State of whose territory it constituted a part, but after the separation of the district of Maine from the Commonwealth of Massachusetts the legislature of the State of Maine, in the year 1822, passed an act ceding to the United States the jurisdiction of said island, as fully appears by a certified copy of the act of cession, marked C, likewise transmitted.‡

I presume the foregoing statement embraces all the matter required by the resolution of the House of Representatives. Should any part have escaped me I will cheerfully communicate it on being advised thereto.

November 24, 1824, the Secretary of the Navy issued a circular, ordering that from and after the 1st of January, 1825, all communications to the Navy Department must be written "upon paper of an equal size, as nearly as possible of the size of this sheet (foolscap), with a marginal space of about one inch and a quarter on each page. A strict compliance with this order will be required, as it is contemplated to have all original official documents regularly bound at the expiration of each year."

1825. February 21, 1825, Congress appropriated $3,000 for the improvement and repairs of the yard. During the year a bridge leading from the navy-yard island to Kittery was built, at a cost of $2,373. The commandant made propositions to the owners of the land adjoining the bridge to cut a road leading to the main highway of Kittery. The owners of the land objected to such a road, although the Government offered to purchase their land for this purpose. Finding that nothing could be effected by negotiation, application was made to the selectmen of Kittery, with the assurance that the damages would be paid by the Government. The road was then laid out by them, according to the laws of the State, and became a town way. The damages were paid by the United States. Thus land communication was opened during the summer with Portsmouth.

Capt. William M. Crane was relieved by Capt. Charles G. Ridgeley as commandant in March. In July Capt. Ridgeley was ordered on

* A copy of this letter has been given on page 25.

† For all the deeds showing the United States title to Dennet or Fernald Island, see Appendix.

‡ See Appendix.

court-martial duty, and Lieut. George W. Storer commanded the yard during his absence.

February 22d a national salute was fired in honor of the day, which is the first mention in the yard journal of any such salute having been fired, either on the 22d February or 4th July. After this date the salutes are regularly noted.

The estimates for the pay, subsistence, and allowances of the navy officers, etc., attached to the navy-yard in 1825 amounted to $13,413.45, as follows: One captain, $3,466.75; house furnished by Government; 1 master commandant, $2,010.75; 1 sailing master, $1,141.75; 1 surgeon, $1,309.75; 1 purser, $1,141.75; 1 boatswain, $741.75, 1 gunner, $741.75; 1 steward, $307.25; 1 carpenter's mate, qualified as a calker, $319.25; 5 seamen, at $12 a month and one ration each, $1,176.25; 5 ordinary seamen, at $10 a month and one ration each, $1,056.25.

There appears by the Navy Register for 1825 to have been attached to the yard, in excess of the estimate, 1 lieutenant, 1 sailing master, 1 captain, and 1 second lieutenant of marines.

The estimate for the civil establishment for the same year was $9,838, and included 1 naval storekeeper, $1,500; 1 clerk to naval storekeeper, $250; 1 clerk of the yard and clerk to commandant, $600; 1 master builder and inspector of timber, $2,000; 1 clerk to master builder and inspector of timber, and clerk of check, $240; 1 porter, $240; 1 master blacksmith, at $2.50 per day, $782; 1 master joiner, at $3 per day, $939; 1 master spar man, at $2 per day, $626; 1 master calker, at $2.25 per day, $704.50; 1 master sailmaker, at $2.50 per day, $782.50; 1 master cooper, at $2 per day, $626; 1 master boat-builder, at $1.75 per day, $547.75.

Very little was done to improve the yard in 1825. The mast and spar shed (No. 7 of plan) was finished. In May orders were received "to prepare part of the house used as a marine barracks for the surgeon's mate," and in June "to repair the house used as marine barracks for the clerk of the yard and sailing master."

In October, "the captain's house and midshipman's quarters were repaired." It is noted in the yard journal "September 27, burnt the chimneys of all the houses."

November 29 the commandant ordered funeral honors to be paid Commodore Thomas McDonough, formerly commandant of the yard, who died on the 10th, off the capes of the Delaware, on his return from active duty in the Mediterranean.

On the 3d of March 1825, Congress authorized the building of ten sloops of war, to carry not less than 20 guns each, and appropriated $500,000 for the purpose. Under this law the *Vincennes*, *Vandalia*, *Natchez*, *St. Louis*, *Warren*, *Lexington*, *Boston*, *Falmouth*, *Fairfield*, and *Concord*, all named for towns, were subsequently laid down at the several navy-yards. The *Concord* was built at Portsmouth, but her keel was not laid until 1827. These vessels rated 18 guns, but were pierced



for 24, and their tonnage by the old measurement was between 660 and 700 tons; by the new measurement about 450, and displacement 830. The only one of them in service in 1877, was the *St. Louis* then used as a receiving hulk at League Island.

1826. In 1826 activity was resumed and considerable work in improving the yard was done. Orders were received to select a proper site for suitable marine barracks, to be built of brick, and work was commenced on them in September, the site selected being the extreme northeast point of the island. Many of the wooden buildings and sheds were demolished, especially those in the vicinity of the ship houses. The upper story of the masthouse was finished for a rigging loft, and the blacksmith shop enlarged, two additions being built to it. Work was forwarded also, on the 74 and frigate in the ship house. In March Congress appropriated $10,000 for improvement and repairs. The new brick quarters for warrant officers and ordinary were commenced, and, including leveling, paving, etc., in front of the same, there was expended on them $6,490.

September 1, 41 mechanics and laborers were employed. October 2, 46; November 1, 25; December 1, 34. Naval Constructor John Floyd was added to the establishment of the yard, being the first naval constructor regularly attached to it. The *Concord* was subsequently built under his supervision, and he continued on duty at the yard until his death, June 9, 1838, when he was succeeded by Naval Constructor John Lenthall, a new appointment.

Capt. Crane was relieved by Capt. Charles G. Ridgeley as commandant in March, and Capt. Ridgeley was in turn relieved by Capt. John Orde Creighton on the 20th of November, who "was saluted with thirteen guns on landing."

March 8 the Secretary informed the commandant "that it is contrary to the regulations and practice of the service to allow the names of women to appear on the muster roll, and, however inconvenient it may be to the officers who require servants to employ men, the rule must be adhered to."

May 18 the Navy commissioners visited the yard for the purpose of inspecting it, and the guns were prepared for a salute, but the wind being high they thought it not expedient to fire one.

On the 22d of May Congress passed a resolution directing the President "to cause an examination and accurate survey to be made by a skillful engineer for a site for a dry dock at the navy-yard at Portsmouth, N. H.; Charlestown, Mass.; Brooklyn, N. Y., and Gosport, Va., and that such engineer be required to state the dimensions necessary for such docks, the advantages of each of the above-named places for such establishment, the objections that apply to either, with a detailed estimate of the expense of a suitable site, and of constructing a dock at each of said places; and that the President be requested to communicate the same to Congress in the first week of next session."

Loammi Baldwin, esq., was appointed to make the surveys and subsequently superintended the building of the stone docks at Charlestown and Norfolk. On the 4th of September he completed his survey of the Portsmouth navy-yard and transmitted it to the Department.

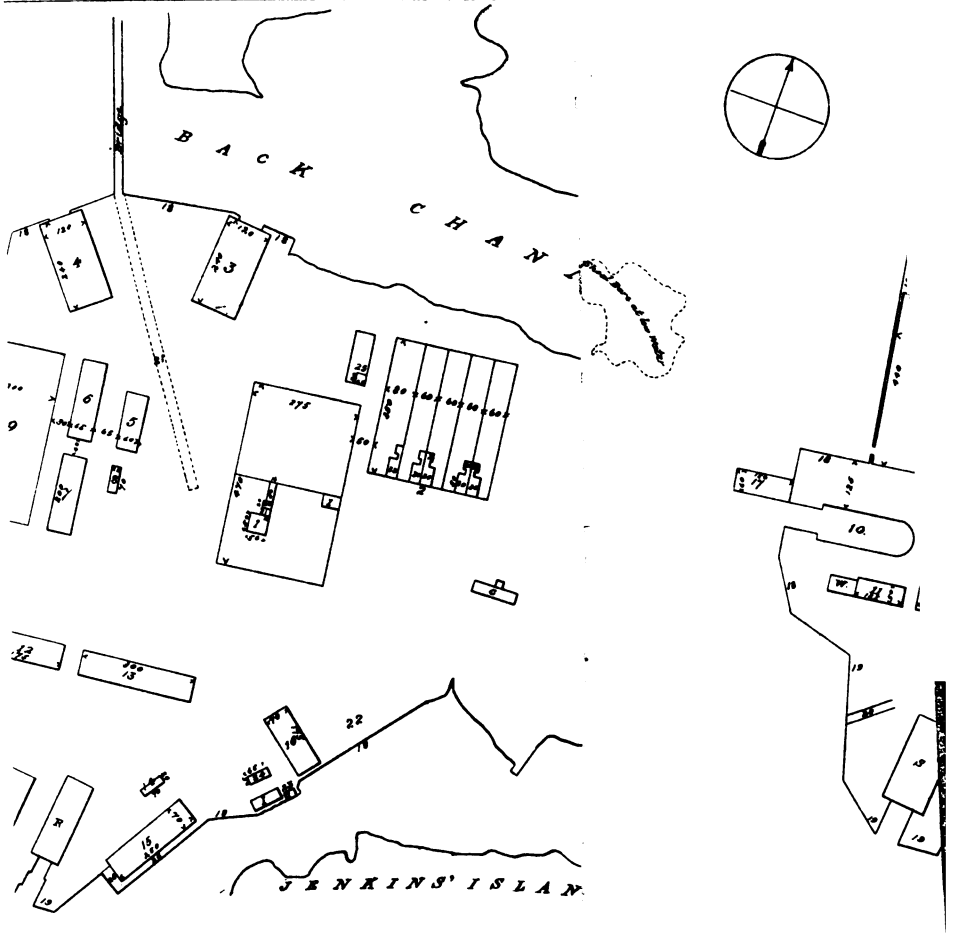
HISTORY OF THE UNITED STATES NAVY-YARD, PORTSMOUTH, N. H., 1827 TO 1842, INCLUSIVE.

COMMANDANTS—CAPT. JOHN ORDE CREIGHTON, 1826-'28; CAPT. JOHN D. HENLEY, 1828-'32; CAPT. WILLIAM M. CRANE, 1832-'40; CAPT. JOHN D. SLOAT, 1840-'43.

1827. On the 10th of January, 1827, the Secretary of the Navy presented to Congress a plan of the Portsmouth navy-yard, drawn from a survey under the directions of Loamini Baldwin, esq., together with a report from that gentleman, in which he says: "Upon the plan is represented the whole island on which the yard is established, with part of Jenkins (Seaveys) Island to the southward of the channel between them. All the houses, shops, and other buildings are represented in accurate scales from careful surveys, together with the depth of water below ordinary high tide when the examinations were made. The whole island appears to be composed of loose stratified rock, covered with a thin coat of soil, but of variable thickness. Most of the channel between the islands has a rocky bottom, and it projects to the edge of the water along the shore, from the blacksmith's shop around to the office. The whole channel was sounded from the end of the wharf at the ship house to the lower end, nearly in front of the marine barracks. The soundings were taken every 30 feet at the crossing of the two sets of parallel lines drawn at right angles. Some of these are marked on the plan in feet and inches, which in this and all other cases where not indicated, were taken from the level of ordinary high water. Similar soundings at the crossings of lines at right angles with each other every 30 feet were obtained in the cove between the ship house No. 2 and the office. A few of these only are noted in the drawing, and the bottom, like the steep high shore which surrounds it, is rock.

"Four places were examined as sites for a dry dock. The first is shown on the plan at B, east of the ship house No. 1, and the foundation would be on rock, partly in the channel and partly in the upland toward the ship house. The second was in ship house No. 1. The loss of the ship house, the expense of excavation, and the clearing away the rock and earth at the head of the dock forbid the selection of this site. The third was at the cove between the ship house No. 2 and the office, where a dock might be built, but with difficulty. The fourth place examined was behind the office in the timber dock, which was considered preferable to other places." (See report, p. 812, Vol. II, Naval Affairs, American State Papers.)

His estimated cost of a dry dock at Portsmouth was $349,570.70. which was probably an underestimate, as the Boston dock cost $550,000 *and the Norfolk* dock about $900,000.



PLAN
of the
NAVY-YARD
at
PORTSMOUTH. N.H.

Showing the po.
of the differenc
as recommend
in pursuance of a
May 13th 1828

itions and dimensions of the Ground Plans
Buildings, Dock, and other improvements,
ed by the Board of Commissioners appointed
r act of Congress dated March 3d 1827.

Commissc

or the Commissioners By L. B.
C

Edwin, Engineer.

On the 3d of March Congress passed an act which authorized the President to cause the navy-yards of the United States to be thoroughly examined, and plans to be prepared and sanctioned by the President for the improvement of the same and the preservation of the public property therein, from which plans no deviation shall hereafter be made but by his special order, and the plan submitted in January by Mr. Baldwin for the Portsmouth navy-yard was adopted by the President.

The regular and systematic development and improvement of the Portsmouth navy-yard may be said to have commenced from this order, the earlier improvements when not in the way being incorporated in the new plan. Very little in the way of improvement was accomplished from 1827 to 1830 inclusive. The annual appropriations were general for all the yards, and the small proportion allotted to the Portsmouth yard barely sufficed for its general maintenance, and to keep it in order. In 1830 $9,500 was appropriated for a timber shed, on site 45, present plan, and it was built, and there was expended on it $9,346.50. Two others were built between 1828 and 1830, on sites 46 and 48, present plan, and at about the same cost.

On February 20, 1827, the Secretary, in reply to Capt. Creighton's request that he would allow woolen carpets instead of oil or painted carpets for the commandant's house, says, "The floor cloths being designed as a permanent appendage to the house, the alteration you suggest can not be made at Portsmouth without making it elsewhere," so the commandant probably had to be content with cold floors in the severe winter climate of that region, as he made the request on February 12, when the thermometer, according to the yard journal, sunk to 12° below zero.

The yard journal in 1827 commences to record the number of mechanics, laborers, and ordinary men employed each day in the yard, and a table of the number of men employed on the first day of each month from 1827 to 1876 inclusive, compiled from this source will be found in the appendix.

April 13, 1827, the commissioners, Commodores Bainbridge, Chauncey, and Morris, visited the yard, and their salute was dispensed with on account of the high wind. August 10 they, in company with Mr. Baldwin and assisted by the ordinary men, were engaged in sounding in the vicinity of the yard.

April 6, sailing master Nathaniel Stoodley, who had been connected with the yard since February, 1812, for over fifteen years and from the commencement of its naval organization, resigned his warrant and left the service.

In the spring of 1827 the foundation for four brick buildings for officers' quarters was commenced. Work was continued on the block for warrant officers and ordinary men. The leveling for the purpose of building the barracks was completed, and the foundation laid. The

building for the ordinary men of the yard was finished in 1828, and was large enough to accommodate two hundred men. The grounds were leveled and fenced in.

March 19, 1827, the keel of the sloop of war *Concord* was laid at the slip whence the *Porpoise* was launched, and on the 24th day of September she was launched; the day was a fine one and a crowd assembled to witness her baptism. A little past 12 m. she glided beautifully into her destined element, and was christened by a young lady of Portsmouth. A draft of 100 seamen was sent for to equip her, as all the rigging and masting was done by the men who were to sail in the ship. They came from the receiving ship *Independence*, in Boston, and were the first to occupy the new quarters, which they named the Sailor's Snug Harbor. This name it retained until converted into quarters for the warrant officers, and in many papers from the Department this name is mentioned in connection with the building.

The *Concord* cost when ready for sea $115,325. Her repairs to 1843 when she was lost on the east coast of Africa had cost $72,796.52.

Her commander, William G. Boerum, and Mr. Hart, her purser, were drowned at the time of her loss. There was considerable rivalry in building these ships at the several yards, and accurate accounts of their cost were kept and exchanged between the commandants. Commodore Bainbridge wrote from Philadelphia to obtain the cost of the *Concord*, and promised to furnish the cost of the *Vandalia*, building at Philadelphia. Commodore Morris asked for the same information, and sent a tabular statement of the cost of the *Falmouth* when ready for sea. The *Concord* did not get to sea un til late in 1830. I have been unable to obtain the particulars of her cost, though I have given what her total cost is known to have been, that is, $115,325, or $5,659 less than the Boston-built ship which is here given. This exhibit is curious and interesting, showing as it does to the minutest particular the cost of a ship of war of that class when ready for sea half a century ago, and the prices of labor and material at that time.

Cost of materials used in building and equipping the United States sloop of war Falmouth, commenced building at the United States navy-yard, Charlestown, Mass., on the 5th day of December, 1826, and launched on the 3d day of November, 1827; sailed 20th January, 1828 (661⅝⅝ tons).

HULL OF SHIP.

8,748 cubic feet molded live-oak timber	$10,322.64
1,317⅜ cubic feet promiscuous live-oak timber	1,054.14
66 cubic feet live-oak knees (4)	99.00
2,379 cubic feet white-oak timber	747.54
155 white-oak knees	775.00
16 hackmatack knees	32.00
75,516 superficial feet white-oak plank	3,017.79
3,449 cubic feet yellow-pine timber	1,450.74
38,337 superficial feet yellow-pine plank	1,532.28
1,571 superficial feet ash plank	39.27
395 cubic feet white-pine timber	82.62

21,969 superficial feet white-pine plank and boards	$730.37	
148 feet mahogany	40.36	
564 feet elm plank	14.10	
178 feet maple boards	4.45	
120 feet rock maple	36.00	
5,631 locust treenails	106.98	
21,498 pounds bolt copper	6,159.12	
16,066 pounds sheet copper, 1,991 sheets	4,334.00	
1,324 pounds sheathing nails	390.66	
4,767 pounds composition work	1,479.11	
384 pounds brass capstan rim	203.05	
50 pounds stem nails	14.00	
180 pounds spike copper and spikes	57.67	
78,240 pounds iron	4,069.85	
4,308 pounds lead	362.06	
Corey Cook's bill for manufacturing spikes	596.20	
2,033 pounds sheet lead	178.42	
615 pounds whiting	6.03	
3,003 pounds paints	297.10	
70 gallons linseed oil	59.50	
12 packs gold leaf	102.00	
7,594 pounds oakum	708.90	
34 barrels pitch, tar, and turpentine	74.33	
55 pounds tallow	5.75	
8 pounds mop yarn	7.00	
1 wheel and standard	135.51	
2 binnacles	70.00	
1 box tin ($13.50) and 57 feet lead pipe ($32.84)	46.34	
30 hogsheads salt	142.50	
270 lights of glass	55.60	
50 feet crown glass	6.50	
267 pounds cast iron	16.02	
1,160 pounds wrought nails	189.35	
500 pounds cut nails	35.00	
All other articles of hardware	366.46	
		$20,329.56
Labor of carpenters, number of days, 9,113½	12,879.06½	
Labor of laborers, number of days, 737¼	737.25	
Labor of blacksmiths, number of days, 2,458¾	3,200.78¾	
Labor of joiners, number of days, 2,685¼	3,892.38¼	
Labor of sawyers, number of days, 365¾	473.86¾	
Labor of painters, number of days, 269¾	522.49¾	
Labor of calkers, number of days, 941½	1,618.78½	
Labor of common laborers, number of days, 80¼	79.54	
		23,404.17
MASTS AND SPARS.		
Timber for foremast	244.55	
Timber for mainmast	326.31	
Timber for mizzenmast	108.04	
Timber for bowsprit	146.00	
Timber for main topgallant mast, main and fore yards	222.50	
Timber for all other spars	481.44	
336 pounds white lead	39.00	
20 gallons linseed oil	17.00	
5,594 pounds of iron	251.73	
		1,836.57
Labor, number of days, 594¼		1,264.90¼

WATER CASKS.

3,500 white-oak staves	$367.50	
1,392 white-oak headings	140.94	
30 casks, containing 4,500 gallons	377.45	
10,356 pounds hoop iron	602.34	
5 buoys, harness casks, grog tubs, horse buckets	25.00	
E. Vinton's bill for making 94 casks, containing 14,000 gallons, at 2½ cents per gallon	350.00	
		$1,863.23
Labor		6.75
8 anchors, weighing 17,039 pounds		2,034.07

CABLES AND HAWSERS.

3 16-inch cables, weighing 21,504 pounds	2,580.48	
1 10-inch cable, weighing 2,800 pounds	336.00	
1 10-inch messenger, weighing 933 pounds	116.62	
3 5, 6, and 7 inch hawsers, weighing 3,080 pounds	369.60	
2 4 and 5 inch towlines, weighing 1,015 pounds	121.80	
1 1⅜-inch English chain cable, 90 fathoms, 9,927 pounds*	1,046.00	
		4,570.50
112,013 pounds iron kentledge	2,000.26	
1 camboose	1,422.90	
1 bell, 85 pounds	29.75	
		3,452.91

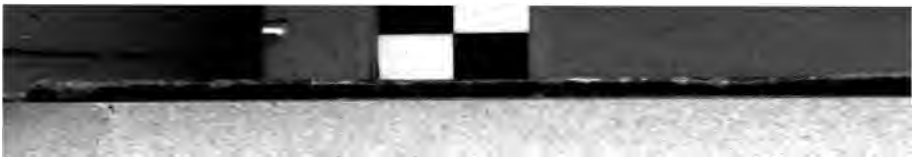
BOATS AND OARS.

825 feet cedar	51.56	
50 cubic feet white-oak timber	17.00	
50 cubic feet white-oak knees	250.00	
400 superficial feet cedar boards	10.00	
38 cubic feet white-pine timber	9.50	
1,150 superficial feet yellow-pine boards	46.00	
2,155 superficial feet white-oak boards and plank	86.20	
111 pounds iron	6.66	
20 pounds cotton	3.00	
23¾ pounds composition rowlocks	6.65	
5 composition rowlocks	2.00	
90 pounds composition nails	25.00	
160 pounds copper nails	72.00	
48 pounds deck nails	13.44	
42 pounds boat rivets	11.24	
30 pounds composition rivet nails	8.40	
7 M copper tacks	2.75	
1,306 feet oar rafters	36.56	
		657.96
Labor, 594½ days		980.58¼

SAILS.

81 bolts No. 1 American canvas, 18½	1,498.50	
58 bolts No. 2 American canvas, 17½	1,015.00	
37 bolts No. 3 American canvas, 17	629.00	

* It will be observed she was equipped with but one chain cable, and that only 90 *fathoms long, and manufactured* in England.



19 bolts No. 4 American canvas, 16½	$313.00	
7 bolts No. 5 American canvas, 16	112.00	
33 bolts No. 6 American canvas, 15½	511.50	
22 bolts No. 7 American canvas, 15 cents	330.00	
15 bolts No. 8 American canvas, 14½ cents	217.50	
1 bolt raven's duck	7.50	
All other articles	518.63	
		$5,152.63
Labor, number of days, 890¾		1,317.28¼

HAMMOCKS, BAGS, ETC.

30 bolts English sailcloth	501.00	
16 bolts raven's duck	98.63	
24 bolts Russia duck	246.50	
7 bolts No. 8 American duck	101.50	
5 bolts No. 7 American duck	75.00	
37 bolts No. 6 American duck	575.00	
		1,597.63

ORDNANCE AND ORDNANCE STORES.

24 24-pounder medium guns, weighing 85,393 pounds	5,265.90	
642 cubic feet white oak timber, for gun carriages	160.50	
2,521 pounds cordage, 6, 7, and 8 inch, for breechings	282.37	
1,280 42-pounder round shot	1,097.14	
500 24-pounder grape, in stands	481.25	
250 24-pounder grape stools	120.00	
960 flannel cylinders	172.80	
150 cutlasses	410.00	
80 pistols	347.00	
20 fire buckets	95.00	
350 pounds match rope	87.50	
100 barrels cannon and priming powder	1,950.00	
1,857 pounds lead for aprons	129.99	
Corey Cook's bill for manufacturing aprons	138.35	
5 magnifying Lanthorn's lamps	185.00	
1 magazine Lanthorn's	48.00	
1 boat's magazine	15.00	
1 copper water trough and copper funnel	50.00	
4 binnacle lamps	6.00	
3 gross lampwicks, scissors, snuffers, and flasher	13.15	
33 large cannon locks	237.50	
250 24-pounder cannister shot	217.88	
2 boxes tin for making cannisters	29.00	
Rocket molds, copper measurers, etc	184.07	
		11,923.40
Labor, 36 days		120.81¼

BLOCKS.

947 superficial feet elm boards and plank	23.67	
6 cubic feet elm timber	1.80	
4 tons lignum-vitæ	49.17	
1,982½ pounds composition sheaves and cogs	557.72	
6,595 pounds iron	296.77	
		929.13
Labor, 756¾ days		1,128.29¾

STANDING AND RUNNING RIGGING.

28,465 pounds rigging	$3,234.67	
All other articles	730.27	
		$3,964.94
Labor, 265¼ days		398.62½

SPARE STORES OF EVERY DESCRIPTION IN DIFFERENT DEPARTMENTS.

Masters	1,217.22	
Boatswains	1,391.26	
Gunners	729.37	
Sailmakers	600.23	
Carpenters	809.90	
Pursers	229.76	
Candles and firewood	302.87	
Cabin furniture	383.90	
Wardroom furniture	204.00	
Steerage furniture	20.00	
Slop clothing, provisions, etc	7,733.99	
Cooks' department	54.50	
Medicines and hospital stores	539.76	
		14,216.76
		121,084.46½

RECAPITULATION.

Hull of sloop	40,253.31
Labor of carpenters	12,879.06½
Labor of laborers	737.25
Labor of blacksmiths	3,200.78½
Labor of joiners	3,892.38½
Labor of sawyers	473.86½
Labor of painters	522.49½
Labor of calkers	1,618.78½
Labor of common laborers	79.54
Masts and spars	1,836.57
Labor, masts and spars	1,264.90½
Water casks	1,863.23
Labor, water casks	6.75
Anchors	2,034.07
Cables and hawsers	4,570.50
Kentledge and camboose	3,452.91
Boats and oars	657.96
Labor, boats and oars	990.58½
Sails	5,152.63
Labor, sails	1,317.28½
Hammocks, bags	1,597.63
Ordnance and ordnance stores	11,923.40
Labor, ordnance and ordnance stores	120.81½
Blocks	929.13
Labor, blocks	1,128.29½
Standing and running rigging	3,964.94
Labor, standing and running rigging	398.62½
Spare stores of every description	14,216.76
	121,084.46½

1828. March 19, 1828, two watchmen were employed by order of the navy commissioners, and in November they wrote "If the marines are withdrawn not more than 10 watchmen can be allowed, who are to give security for the faithful and punctual discharge of their duty, and in case of sickness they must provide a substitute." The security required, we learn by another letter, was "a bond to the amount of $300." These were the first watchmen employed at the Portsmouth navy-yard. In August Capt. J. D. Henley relieved Capt. Creighton as commandant and in September received a leave of absence for the purpose of removing his family from Baltimore.

May 24 the pay of lieutenants in the Navy was increased $10 a month and one additional ration per day in addition to previous pay and allowances.

Navy Agent Enoch G. Parrott died June 15, 1828, and was succeeded by John N. Sherburne appointed July 11. July 7 Purser Nathaniel Lyde, who had been purser of the yard over thirteen years, or since 1815, died, and was succeeded by Purser Charles O. Handy, who was in a few weeks ordered to the *Constellation*, and Purser Joseph H. Terry took his place at the yard.

In October the Secretary wrote: "Mr. Davis has been denied access to the yard in his official capacity of deputy sheriff. If he makes another attempt in his official capacity you will please admit him."

On the 21st of November the yard was visited by one of the most severe gales of wind ever experienced in Portsmouth Harbor. Much damage was done to the slated roofs in the yard, the timber dock also was damaged, and a large portion of the "Old elm tree" in the commandant's grounds was torn away.

Sometime during the year Elias W. Chase, an ordinary seaman belonging to the yard, was tried by a naval court-martial for desertion and sentenced "to be flogged with thirty-nine lashes of the cat-o'-nine-tails on his bare back and to be discharged from the service." The sentence was duly executed on the green before the men's quarters.

1829. By a survey on the Government stores in the yard in 1829 there was found to be on hand, under the head of—

Increase	$290,926.00
Ten sloops	46,610.34
Repairs	36,171.65
Improvements	8,459.22
Total value of Government stores in the yard	382,167.21

November 1, 1831, there was another survey, and the value of stores then on hand was:

Repairs	$25,063.23
Increase	195,869.13
Gradual improvements	10,699.06
Ten sloops	11,006.31
Ordnance	108,334.39
Total	350,972.12

February 22, 1829, a salute of seventeen guns was fired and colors were hoisted on board the *Concord*, and she was dressed with flags.

March 3 thirteen minute guns were fired in respect to the memory of Commodore Tingey, who died on the 23d ultimo, and the colors were displayed on the yard staff and on board the *Concord* at half mast.

March 9 the Hon. John Branch, of North Carolina, succeeded Mr. Southard as Secretary of the Navy.

April 30 percussion locks were fitted on the cannon for the *Concord*.

On the 15th of June Lieut. Augustus Cutts was buried with the military honors due his rank.

1830. In 1830 $9,500 was appropriated for building a timber shed on site 43 (present plan), and it was completed in 1831, making the fourth that had been built. These sheds are each 200 feet long, 65 feet wide, and 15 feet to the eaves. The roofs are slated and supported by stone pillars from the doorposts, 10 feet apart.

The *Concord* was fitted up by orders from Washington to receive the Hon. John Randolph, of Roanoke, our minister to Russia, and sailed June 14 for Norfolk, Va., where she received him on board, Capt. Henley, the commandant of the yard, taking passage in her to Norfolk, Master Commandant G. W. Storer commanding temporarily during his absence.

The 12th of February was a cold day and a boat was sent from the yard to relieve a canoe containing a man and a woman inclosed in the ice and unable to extricate themselves. The boat returned with the man, woman, and canoe.

The 4th of July occurring on Sunday this year, a salute of seventeen guns was fired on Monday, and on the 23d of July the yard journal records the "teamsters cutting thistles in the yard."

1831. The commissioners' estimates for improvements and needed repairs for 1831 were:

For timber shed and sail loft on site 6 or 12 (plan 1827)	$12,000.00
For repairing timber and spar docks and east wharf	3,160.00
For repairing south wharf and strengthening bridge	659.26
For repairing old ship house	120.50
For repairing officers' quarters and stable for oxen	500.00
Total	16,439.76

The estimated cost of the establishment, naval, ordinary, and civil, for the year 1831, was $20,714.25.

On the 5th of August the commissioners authorized a timber shed to be built by the day on site No. 6, "but the cost must not exceed $9,500," which was the average cost of the sheds previously built.

February 4 the yard journal says: "Broke out the banks with a snow plough," and February 22, "Fired the usual salute."

May 23, 1831, the Hon. Levi Woodbury, of New Hampshire, succeeded the Hon. John Branch as Secretary of the Navy.

1832. The commissioners' estimate for improvements and repairs this year were:

For a store (of brick)	$12,435.00
For a saw shed (of brick)	2,580.94
For officers' quarters (of brick) for lieutenant and surgeon	15,000.00
For lock piers for securing timber in timber dock	2,500.00
For completing timber shed No. 6, and for leveling in front of officers' quarters	1,700.00
For enlarging and repairing west wharf; completing east wharf and spar dock; shingling and repairing spar house and rigging loft; painting shiphouses Nos. 1 and 2; repairing and painting commandant's house, back buildings, and fences; repairing lodge, and leveling around the same	6,918.26
Total	41,134.20

And that amount was appropriated by Congress February 24, 1832.

The estimated cost of the establishment for 1832 was $24,046. The brick quarters for the lieutenant and surgeon were completed in 1834, at a cost of $15,272.42; and the amount expended on the improvements of the yard for the year ending September 30, 1832, was $35,099.83.

Iron water tanks were first introduced into the service this year, and $131,795 was appropriated to furnish them to vessels of war in commission.

In August the sloop of war *Vincennes* arrived from a cruise in the West Indies, under the command of E. R. Shubrick. This was the first ship of war that had arrived at the yard to be paid off since the war of 1812–'14. In December the *Concord* arrived and was paid off, and both ships were placed in ordinary.

In September Capt. Henley was detached, and Master Commandant Daniel Turner, the executive officer, was left temporarily in command of the yard until the 9th of October, when he was relieved by Capt. William M. Crane, who had again received the appointment of commandant.

The following letter from Capt. Crane to Capt. Turner will illustrate the difficulties of travel from Norfolk to Portsmouth as late as 1832:

NORFOLK, VA., *August 28, 1832.*

MY DEAR SIR: I have just learnt from Lieutenant Waldron that Capt. Henley contemplates chartering a vessel and bringing his family to this place by sea; should he do this in a *good schooner* (my wife will not trust herself in a sloop) that has comfortable accommodations I will, with my goods and chattels, embark in her for Portsmouth. There will be my wife and self, one male and two female domestics, with furniture, &c., but not enough of the latter to complete a cargo; therefore if the master of the packet thought proper he could fill up with flour or other articles from this place, as I before stated to you. I am ordered to be at Portsmouth by the 10th of September, but I can probably have the time prolonged if this arrangement takes place. If there is a spare *medical officer* on your station, it would be well for Henley to induce him to take passage, and return with me. I am sure if Doctor Plumstead is disengaged he would volunteer for this occasion. I shall feel greatly obliged if you will have the house put in good order for our reception. We can occupy it in 48 hours after our arrival. Please send a copy of the survey of furniture to the Depart-

ment, in case any of it should require to be replaced. The Secretary will then have time to authorize it. I am truly anxious to be with you in time to prepare for cold weather. I am happy to state that the epidemic * which prevailed here has very much lessened, and strong hopes are entertained of returning health to the community.

Will you allow me to hear from you on these matters as early as convenient? The *Vandalia*, I understand, is preparing for sea service at the Gosport yard; a crew is in readiness, and I suppose the ship will be so in a short time. Captain Budd, it is stated, is appointed to command her.

With regard, yours truly,

W. M. CRANE.

Capt. D. TURNER,
U. S. Navy, Portsmouth, N. H.

He appears, however, to have found other means of getting to Portsmouth, for he writes:

BOSTON, *Sunday, October 7, 1832.*

DEAR SIR: We are thus far on our way to Portsmouth. My wife, Lewis Warrington, jr., one man, and two women (colored servants) are with me. If it does not storm heavily I expect to be at Portsmouth to-morrow evening, as I have chartered a stage coach. Will you do us the favor to ask Mrs. Stevens (I think this is the lady's name) if she can accommodate us for a short time? We leave here at 10 a. m. unless the storm should prove severe. We don't mind a moderate gale.

Truly yours,

W. M. CRANE.

Capt. TURNER,
U. S. Navy, Portsmouth.

1833. The winter of 1832–'33 was one of unusual severity, and all work out of doors was in a great measure suspended until the month of April, when, in compliance with orders received from the Department, a brick dwelling house was commenced on a line with and to the eastward of the quarters (C and D) already built for the lieutenant and surgeon, and it is now designated E and F on the plan of the yard. It was a double building like that already built, and intended as quarters for the purser and master. It was completed in December, at a cost of $14,986.25½. A subsequent appropriation of $2,700 was granted for outbuilding, fences, grading, etc., around these quarters.

The commissioners estimated, and Congress appropriated, February 20, 1833, for repairs and improvement, viz:

Towards the erection of officers' quarters on site 2	$15,000
For new roofs to wing of ship house 2, repairing foundation, etc	1,452
For laying new platform under frigate *Sabin* in ship house No. 2	910
For laying new platform at west end of brick store, making new crane, and underpinning old mast and spar shed	1,162
For leveling yard	3,000
Total	21,524

The estimated cost of the establishment (naval, ordinary, and civil) for the year 1833 was $22,825.25.

* Asiatic cholera.

The amount expended for improvements in the yard during the year ending September 30, 1833, was $33,441.05.

The *Vincennes* was fitted out, put in commission, and sailed from the yard.

1834. During the year 1834 many improvements were made in the yard; extensive repairs were made to the bridge leading from the navy-yard to Kittery, it having become much decayed from nine years' wear and use. Forty thousand seven hundred dollars was appropriated January 24 for the following estimated objects:

Towards building a ship house on site 4 (now No. 53)	$20,000
To building a steam box house	1,600
To purchase and repair of fire engine and a platform balance	1,450
To completing officers' quarters and appendages	2,700
For extending and repairing timber dock	1,650
For improving and repairing wharves, platform, and bridges	6,650
For improving and repairing two shiphouses and other buildings	6,650
Total	40,700

Of this amount and for these objects there was expended during the year ending September 30, 1834, $27,279.71.

The estimated cost of the establishment for the year (naval, ordinary, and civil) was $22,825.25.

April 28 Capt. Crane ordered a meteorological journal to be kept and monthly reports forwarded to the Department. In May he was authorized to enlist two seamen and two ordinary seamen additional for the ordinary. The sloop of war *Concord* was equipped and sailed on a cruise, and the sloop of war *Lexington*, Capt. McKeever, arrived from one and was put out of commission. A rendezvous was opened to enlist a crew for the *Concord*, and was closed by order June 1. A fire engine and hose was bought for $1,596.75, which was above the estimate and amount appropriated for it. The lieutenant and surgeon moved into their new quarters and the old building, which had been occupied by the lieutenant of the yard, was fitted up at small expense for a temporary hospital for the station.

June 30, 1834, the Hon. Mahlon Dickerson, of New Jersey, succeeded the Hon. Levi Woodbury as Secretary of the Navy.

Lieut. Joseph Cutts, attached to the ordinary of the yard, who had for some time shown signs of mental alienation, shot himself through the head on the 26th of September. His death cast a gloom over the yard, as he was much respected.

1835. In 1835 the ship house had advanced so rapidly toward completion that preparations were made to build a ship in it. In 1834 an appropriation was made to build a frigate to be called the *Paul Jones*. Timber was collected for her and her keel was laid under this ship house in 1837, but was taken down to make room for the sloop of war *Preble*, and never again raised, the appropriation having lapsed or been used for other purposes.

In March, 1835, an act was passed regulating and increasing the pay of all officers of the Navy, in lieu of all allowances hitherto granted, excepting for traveling expenses, for which 10 cents a mile was allowed when traveling under orders.

May 5, 1835, observations of the tides at the yard were ordered. October 27 funeral honors were ordered in memory of Commodore Wolcott Chauncey, deceased.

December 11, 1835, the marines were ordered to hold themselves in readiness for service in Florida.

Thirty-nine thousand nine hundred and twenty-five dollars was estimated for the repairs and improvement of the yard, and that amount was appropriated by Congress, February 13, 1835, for the following objects:

For completing ship house on site 4 (53)	$31,000
For raising the barracks for the ordinary another story	4,000
For enlarging and repairing blacksmith shop	825
For repairing and furnishing the building for hospital	350
For leveling the yard	2,000
For repairing docks, wharves, buildings, and all other purposes	1,750
Total	39,925

The estimated cost of the establishment, naval, ordinary, and civil, was $23,618.25.

The amount expended for improvement of the yard for the year ending September 30, 1835, was $24,897.41.

1836. In 1836 the entire marine force of the yard, with the exception of a sergeant's guard, was ordered to duty with the Army in Florida against the Creek Indians, and in June the Secretary directed the employment of a suitable number of watchmen upon the most reasonable terms. On the 11th of June he approved of the commandant's having engaged 4 watchmen at $28 per month. In September Purser Joseph Wilson, who had been purser of the yard since 1833, was relieved by Purser Benjamin I. Cahoone.

The barracks of the ordinary were raised one story and made into dwellings for the boatswain, gunner, carpenter, and sailmaker this year.

The amount estimated for improvement and repairs and appropriated May 14, 1836, was:

For building timber shed	$18,000
Toward mast and boat house	25,000
For a timber dock	20,000
For repairs of all kinds	4,000
Total	67,000

The amount expended for these objects and for others previously appropriated for the year ending September 30, 1836, was, however, only $18,880.17.

The estimated cost of the establishment for the year 1836 was $23,739.75.

1837. In 1837 the title of "master commandant," was changed by act of Congress to that of "commander," and sailingmasters were henceforth to be known as and styled "masters."

The *Lexington* and *Concord* were both fitted for sea and sailed from the yard in 1837. The estimated expense of the establishment was the same as the year preceding.

The estimates for improvement and repairs, and the amount appropriated March 3, 1837, were:

For completing ship house, No. 4	$5,000
For timber dock, No. 9	5,000
For mast and boat house, No. 15	25,000
For filling low grounds about different buildings	6,500
For repair of ship houses, bridges, and other objects	6,200
Total	47,700

The amount expended on these objects, and for others before appropriated for, during the year ending September 30, 1837, was $110,040.14.

1838. In 1838 the new ship house, No. 53, was completed, its whole cost being $71,000, and in April the keel of the sloop of war *Preble* was laid in it. On the 14th of April Naval Constructor John Floyd, who had been attached to the yard since 1826, died very suddenly of fever, occasioned by a severe cold caught when laying the keel and setting up the frame of the new sloop of war. He was succeeded by Naval Constructor Samuel M. Pook, who reported in November.

The estimate for the establishment was the same as for the preceding year.

The amount estimated for improvements and repairs, and appropriated May 31, 1838, was:

For securing and extending wharves	$15,000
For building brick steam box house	2,200
For stone foundations under Alabama 74	1,400
For repairs of all kinds	1,400
Total	20,000

The amount expended during the year ending September 30, 1838, was $28,164.31.

June 25, 1838, the Hon. James K. Paulding succeeded Hon. M. Dickerson as Secretary of the Navy.

In 1838 Lieut. John C. Long, having been promoted to commander, remained attached to the yard, relieving Commander Voorhees as captain of the yard, and Lieut. George F. Pearson was ordered to assume the duties of *Executive.*

1839. Thursday, June 13, 1839, the sloop of war *Preble* was launched. The launching of this little sloop of war brought a great concourse of people into the yard and in its neighborhood. The house in which she was constructed being one of the largest in the United States, afforded a fine opportunity from its galleries to observe the preparatory opera-

tions, while the thousands gathered upon the bridge and surrounding eminences had an unobstructed view of her as she left the ways and glided into the waters of the Piscataqua. She was not so large as the *Concord*, the last vessel launched at the yard, her length on deck being only 117 feet, her breadth 32 feet, and her depth 15 feet. Her burthen by old measurement was 566 tons. Though pierced for 20 guns, she was designed to carry only 16, viz: Fourteen 32-pounder carronades and 2 long twelves; her complement of officers and crew being 175. She cost $112,782 when ready for sea. A newspaper of the day says:

> She combined in her construction all the recent improvements in shipbuilding, one of which was an adaptation of her keel to allow of its being parted with without any material detriment or danger to the body of the vessel. Every two frames were firmly united together, leaving a space of 8 inches between that and the next, so that the air could circulate freely around every timber from one end of the vessel to the other. The stem, also, was more within the planking than usual, giving the vessel greater strength and security.

Her repairs to 1850 had cost $44,949. She subsequently underwent further repairs.

The *Preble* performed cruises on most of our foreign stations, was converted into a practice ship for midshipmen, did service in the Gulf squadron during the civil war, and was accidentally destroyed by fire in the Bay of Pensacola, April 27, 1863.

No sooner was the *Preble* launched than preparations were made to build a frigate to be called the *Congress*, on the same ways, under the new ship-house. In 1834 an act was passed appropriating $180,000 for rebuilding the frigate *Congress*, "no part of which was to be carried to the surplus fund." The old *Congress* was subsequently broken up at Norfolk, Va., in 1836, and it was supposed the new ship would be built there. The same day the act for rebuilding the *Congress* was passed, the Secretary, by another act, was authorized to procure, "by the usual mode," the live-oak frame for a frigate to be called the *Paul Jones*, and the keel of a frigate to be so named was actually laid in the new ship-house at Portsmouth, but was taken down to give place to the *Preble*, and never again raised; and no frigate named for *Paul Jones*, required by the act, has ever been built.

No action seems to have been taken with regard to rebuilding the *Congress* other than to collect the timber for the construction of a frigate (and probably that collected for the *Paul Jones* was used in her frame), until August, 1839, when her keel was laid in the new ship-house and her construction rapidly pushed. She was a much larger ship than the old *Congress*, and every way a frigate of the first class of her time, measuring 1,867 tons, which was 500 more than her predecessor of the same name and 300 more than the *Constitution*, considered in the war of 1812–'14 a very heavy frigate, and by the British equal to one of their 74s. She was 190 feet in length on the spar deck, had 50 feet beam, and cost $399,088, and her repairs to 1850 amounted to $122,631. Her first cruise was to the Mediterranean in 1842–'43. She subsequently

made two cruises to the Brazils and one to the Pacific, and wound up her foreign service by another cruise to the Mediterranean. Finally, she was set on fire and destroyed by the rebel iron-clad *Merrimac* in the memorable conflict in Hampton Roads, Virginia, March 3, 1862.

For some time past a wharf had been in process of construction from the old ship-house to the eastward. It was built on a cob-work of timber, filled in with stone for a foundation, and upon that was laid a stone wall. On the 1st of August of this year a portion of the wall separated from the main body and fell into the river, carrying a laborer named Mugridge, belonging to Kittery, with it and slightly injuring another. No satisfactory cause for the accident was discovered, though it was supposed to be due to the giving away of the cob-work upon which the upper portion rested. Fears had for some time been entertained with regard to the eastern wall, but it was not until the morning of the accident that suspicions were had of this front section. On that morning, a cracking of the stone being heard by the workmen, Commodore Crane personally inspected the work above water, while below the work was examined by the aid of a diving-bell, when it was found that fourteen stones, each 10 feet by 18 inches, had broken in two, although the under layers had not slipped from the rocky bottom on which the southeast corner was located, as had been supposed.

About 100 feet of sea wall was destroyed by this accident. To guard against any in future of a like nature, the Department decided to add a civil engineer to the establishment of the yard, and employed Mr. Calvin Brown, the present (1877) civil engineer of the Mare Island navy-yard, as engineer and draftsman, at a pay of $3 per day. In 1844 he received $3.50 a day, with pay deducted when absent from sickness or other cause, and in 1844 asked that his pay might be increased to $5 per day, stating that in 1839 he received the same pay as an assistant engineer.

The amount estimated for repairs and improvements in 1839, and appropriated for the following objects, was:

Toward completing stone wharves	$20,000
For building launching slip	7,500
For repairs of all kinds	2,500
Total	30,000

The amount expended for the year ending September 30, 1839, was $38,114.38.

1840. In 1840 the amount appropriated for improvements and repairs was $20,000, and the amount expended to September 30 was $16,871.75.

April 2, the President issued an order regulating the hours of labor in the several navy-yards.

In the summer of 1840 a portion of the West India squadron, under the command of Commodore William B. Shubrick, consisting of the

frigate *Macedonia* and sloops of war *Levant* and *Erie*, arrived from a cruise to the eastward, and after remaining a few days sailed for Boston.

An act was passed on the 30th of July, 1840, making it the duty of the Secretary of the Navy to present an annual report to Congress showing "the amount expended during the preceding fiscal year for wages of mechanics and laborers employed in building, repairing, or equipping vessels of the Navy, or in receiving or securing stores and materials for those purposes, and for the purchase of material and stores for the same purposes; and showing the cost or estimated value of the stores on hand, under that appropriation, in the navy-yards at the commencement of the next preceding fiscal year; and the cost or estimated value of the articles received and expended during the year; and the cost or estimated value of the articles belonging to this appropriation which may be on hand in the navy-yards at the close of the next preceding fiscal year." By a return made by the Navy Commissioners in accordance with this law we find that during the year ending September 30, 1841, there was performed at Portsmouth twenty-three thousand one hundred and forty-nine days' labor, at a cost of $33,103.94, being an average of $1.43 per diem each man, and that there was on hand at the commencement of the fiscal year stores and material to the value of $609,054. There was received $157,091 and expended $125,495, leaving stores and material on hand valued at $641,650.

Commodore Crane, who had been the commandant for seven years, since October 9, 1833, was detached October 27, 1840, and was succeeded by Capt. John D. Sloat, as commandant.

1841. March 5, 1841, the Hon. Geo. E. Badger, of North Carolina, succeeded the Hon. James K. Paulding as Secretary of the Navy, and September 13 the Hon. A. P. Upshur, of Virginia, succeeded Mr. Badger.

The amount estimated for improvements and repairs, and appropriated March 3, 1841, for the following objects, was—

For commencing a dock for knee timber	$3,000
For continuing the construction of wharves	15,000
For improving steam boxes	1,000
Filling low ground and for repairs of all kinds	6,000
Total	25,000

The amount expended during the year ending September 30, 1841, was $36,992.83.

On Monday, the 16th of August, 1841, at 11:15 the frigate *Congress* was launched amidst a salute of thirteen guns, and the cheers of a large number of citizens from the wharves and surrounding hills. The day was fine, and there were many persons collected to see the sight, and several steamboats were in attendance.

The practice of masting vessels by erecting shears on board ship *being tedious and expensive*, the commandant received permission to

build a pair of permanent shears on the wharf, making use of the lower masts of the *Alabama* 74, and they were erected at a cost of $2,240. The masts of the *Congress* were the first put in with the new shears.

A diving bell was also purchased, and the work of removing the débris of the sea wall commenced.

As soon as the *Congress* was launched orders were received to build a sloop of war, to be called the *Saratoga*, and she was launched July 26, 1842. She was a larger ship than any of her class then in the service, measuring 882 tons. Her length was 150 feet, beam 36.9, depth of hold 16.3. Her cost $159,161. Her repairs to 1850 had amounted to $86,847. She is still in service, has performed much cruising on foreign stations, was for a long time used for a gunnery ship and experimental battery at Annapolis, Md., and in 1877, was cruising along our coast as a school ship for naval apprentices.

The amount estimated for the repairs and improvement of the yard and appropriated by the act August 4, 1842, for the year ending December 31, 1842, was—

To completing wharf No. 3	$28,000
To taking up fallen section of wharf No. 1	5,000
To continuing wall west side of launch slip No. 2	4,775
To completing knee dock, site 22	1,150
To repairs of all kinds, including navy-yard bridge	8,500
Total	47,425

The amount expended for the year ending September 30, 1842, was $20.494.47.

At the close of the year 1842 only 25 workmen were borne upon the rolls of the yard, though in May 340 were employed.

HISTORY OF THE UNITED STATES NAVY YARD, PORTSMOUTH, N. H., 1842 TO 1860, INCLUSIVE.

COMMANDANTS.—CAPT. JOHN D. SLOAT, 1840–'43; CAPT. GEORGE W. STORER, 1843–'46; CAPT. DANIEL TURNER, 1846–'49; CAPT. THOMAS W. WYMAN, 1849–'52; CAPT. JOSEPH SMOOT, 1852–'55; CAPT. JOHN T. NEWTON, 1855–'57; CAPT. JOHN POPE, 1857–'60; COMMODORE GEORGE F. PEARSON, 1860.

1842. In 1842 a radical change was effected in the government of the Navy. By an act of Congress the Board of Navy Commissioners, which, since 1818, under the direction of the Secretary of the Navy, had managed all the professional details of the Naval Establishment, was abolished, and in place of the board five bureaus were created, the chiefs of which were each to have charge of a separate department. It was thought such special supervision and individual responsibility would prove more beneficial to the Navy than the collective power exercised by a board of three commissioners. The act was approved August 31, 1842, but the transfer of power from the board to the bureaus was not effected until the 1st of October following. The bureaus thus created were:

1. The Bureau of Yards and Docks.
2. *The Bureau of* Ordnance and Hydrography.

3. The Bureau of Construction, Repair, and Equipment.
4. The Bureau of Provisions and Clothing.
5. The Bureau of Medicine and Surgery.

The three Navy commissioners were commissioned as chiefs of the three first-named bureaus. Commodore Lewis Warrington, who had been on the board from 1827 to 1830, and since 1840 the president of it, being assigned as Chief of Yards and Docks, Commodore William M. Crane, to Ordnance, and Capt. David Connor to Construction, Repair, and Equipment. Charles W. Goldsborough, the secretary of the late board, and who had been connected with the Navy Department in some manner for forty years, received a commission as Chief of Provisions and Clothing, and Surgeon W. P. C. Barton, the senior surgeon of the Navy was commissioned Chief of the Bureau of Medicine and Surgery. The act required a naval constructor to be placed at the head of the Bureau of Construction, but for some unexplained reason the law was disregarded and Capt. Connor appointed. A naval constructor, however, was attached to the bureau. It was probably thought a naval constructor would have no proper knowledge of the equipment necessary for vessels. In March, 1853, Congress added a clause to the Navy appropriation bill, which directed the proviso should be carried out, and a naval constructor was for the first time appointed chief of the bureau.

The Secretary of the Navy was directed by the law to assign and distribute among these bureaus, such of the duty of the Navy, as he might judge to be expedient and proper. All the duties of the bureaus were to be performed under the authority of the Secretary of the Navy, their orders were to be considered as emanating from him; and the books, records, and papers belonging to the office of the Navy commissioners were to be distributed among the bureaus according to the nature of their duties.

In 1848 a law was passed directing whenever a vacancy occurred in the Bureau of Provisions and Clothing, a purser of not less than ten years' standing should be assigned to it, and July 5, 1862, the system was further extended to suit the increased requirements of the Navy, by the creation of three new bureaus, viz:

1. The Bureau of Steam Engineering.
2. The Bureau of Equipment and Recruiting.
3. The Bureau of Navigation.

The two first being taken from the Bureau of Construction, and the last subtracted from the Bureau of Ordnance. The new organization required the chiefs of Yards and Docks, Equipment and Recruiting, Navigation, and Ordnance, to be line officers, not below the rank of commander. The chief of Construction and Repair to be a skillful naval constructor. That of Steam Engineering, a skillful chief engineer. The chief of Medicine and Surgery, to be selected from the surgeons of the Navy, and that of Provisions and Clothing, from the

paymasters of the Navy, of not less than ten years' standing. All these Chiefs of Bureau were to be appointed for four years.

Commodore Warrington continued chief of Bureau of Yards and Docks until 1846, when he was succeeded by Commodore Joseph Smith, who filled the office with great advantage to the Government, and credit to himself (having meanwhile been promoted a rear-admiral) until 1869, when he was ordered as president of the examining board, for the promotion of officers, and succeeded in the bureau by Capt. Daniel Ammen, who was succeeded May 1, 1870, by Commodore C. R. P. Rodgers, and he in turn September 22, 1874, by the present incumbent Commodore (now Rear-Admiral) John C. Howell.

Other important changes affecting the Navy, and the yard as well, were made about the same time.

The pursers, who had hitherto received but a small pay, and were permitted to complement it by a percentage on the sales of clothing, small stores, etc., to the sailors and officers, by an act approved the 26th of August, 1842, had their pay increased to $3,500 or less, according to the duty they were engaged upon or the size of the vessel to which they were ordered. The articles they had hitherto furnished were to be issued to the men at their cost to the Government, which undertook to supply them. The Navy ration was also altered and improved.

The appointment of chief and assistant engineers authorized, and the beginning of the fiscal year changed from January 1 to July 1, and all accounts of receipts and expenditures required by law to be published annually, were to be prepared and published for the fiscal year thus established. Heretofore the appropriations for the yard were made from January 1 to December 31, and the returns of expenditures at the yards to be presented to Congress when it met in December, could only be made up to September 30. Under this new law the returns for the full fiscal year for which appropriations had been made could be handed in.

The weather during the winter of this year was unusually severe, and work out of doors being a matter of impossibility, the force was reduced to the lowest possible number that was necessary to the efficiency of the yard, there being only 25 men on the yard rolls on the 1st of December.

1843. February 15, 1843, fifteen-minute guns were fired from the yard in honor of Commodore Isaac Hull, the first commandant of the yard, who died at his residence in New Haven, February 13.

March 3 Congress appropriated for improvements and repair, for the half calendar year, $15,510.40, and for the fiscal year 1843–'44, $24,900.76, as follows:

For continuing quay wall	$26,014.16
For continuing wall of site No. 22	2,094.40
For rebuilding east wall of launching ship No. 1, and portable bridge	5,600.00
For repairs of all kinds, filling in low ground, etc.	6,702.00
Total	40,410.56

On the afternoon of the 16th of March, 1843, the new sloop of war *Saratoga* sailed from the yard under command of Commander Josiah Tattnall. The weather was threatening, but it was thought that she could obtain an offing and clear the coast before the weather would prove too stormy. Before night, however, a strong northeast gale, accompanied with a severe snowstorm, compelled her to put back. The thickness of the snow and darkness of the night made it impossible to see any landmark or the lights, and the lead and compass became the only guide to direct her course. The gale increased with such violence that control of the ship was lost, and to prevent her drifting on shore, every anchor was let go, backed with the heaviest guns of her battery, and her three masts were cut away. Thus reduced to a mere hulk she rode out the gale in safety. When it had moderated and cleared up sufficiently, she was discovered to have anchored about two cables length from the shore, off Rye Beach. Only a short distance from her stern was a most dangerous reef of rocks, and had she driven but a short distance further she would in all probability have gone to pieces, and not a soul on board have survived to tell the tale of her shipwreck. After the gale had abated a small steamer was sent out and towed her back to the yard, where she was refitted, and sailed thence again to join our squadron on the coast of Africa.

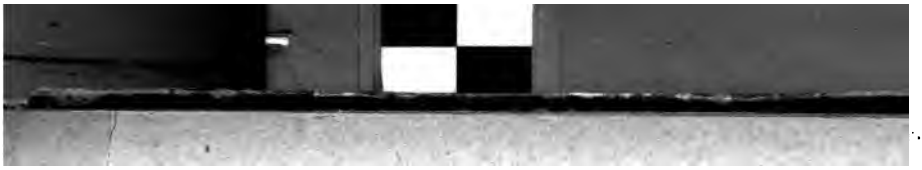
No sooner was the *Saratoga* launched than the keel of a new sloop of still greater tonnage was laid, and she was launched under the name of *Portsmouth* in 1843, being the second sloop of war of that name built upon the Piscataqua. She was built under the superintendence of Josiah Barker, who had relieved Samuel N. Pook, as naval constructor of the yard, and was modeled on the lines, considerably enlarged, of the *America*, a famous privateer of 1812–'14, and proved a faster sailer and efficient cruiser. She is still in service, and is (1877) laid up at Mare Island navy-yard. Her present armament is 14 guns, but she was designed to mount 22 guns, and intended to carry a complement of 210 officers and men. Her dimensions were: Length, 151 feet 10 inches; breadth of beam, 38 feet and 1 inch, and depth of hold, 17 feet 2 inches. She cost when ready for sea $170,586, and her repairs to 1850 had cost $24,280. She tonned 1,022 tons by the old measurement, 846 tons by the new, and her displacement is 1,125 tons.

July 24, 1843, Hon. A. P. Upshur was succeeded by the Hon. David Henshaw, of Massachusetts, as Secretary of the Navy, and November 2 Capt. George W. Storer succeeded Capt. Sloat as commandant of the yard.

On the 13th of May the commandant wrote the Secretary that the plan of 1802 gave the contents of the yard as 58 acres and 30 rods, but there was then within the boundaries of the island 64.37 acres.

1844–'45. The appropriation for the year 1844–'45 was: For improvement and repairs, $24,800; the amount expended was $21,468.33.

The boat house and landing stage was built in 1844, at a cost of



$1,221.50, and work was commenced on blasting away the ledge in the middle of the island, but the meager appropriation for this and the following year did not permit of any improvement.

The *Portsmouth* sailed in December for Norfolk under command of Commander J. B. Montgomery, and thence on her first cruise to the Pacific Ocean.

We learn from a report made by the commandant to the Department in April 1844, the officers' quarters were occupied as follows:

(A) No. 1, Capt. George W. Storer, commandant; (B) No. 1, Louis M. Goldsborough, commander, house near timber shed 13; (C) No. 2, Thomas O. Selfridge, lieutenant; (D) No. 2, Peter Christie, surgeon, center block; (E) No. 3, Thomas Breese, purser; (F) No. 3, Jacob Mull, master, eastern block. (D) No. 3, marine barracks: Maj. John Harris, commanding, west wing; First Lieut. D. D. Baker, east wing. Warranted officers' house and seamen's lodge: (G) No. 3, William Hart, boatswain; (H) No. 3, Richard F. Dunn, gunner, west wing; (I) No. 3, Joseph Cox, carpenter; (J) No. 3, Samuel V. Hawkins, sailmaker, east wing. (54) No. 3, porters' lodge near bridge: Oliver Philbrick, porter.

In September, 1844, Capt. Storer recommended the appointment of master joiner, master smith, and master painter should be made permanent, assigning the following reasons for his recommendation: There seems to be no doubt in the minds of navy officers generally that such appointments would prove beneficial to the best interests and economical working of our naval establishment.

Capt. Storer says in his letter:

> Probably the service of these men might be secured to the Government for salaries of from $600 to $800 per annum, and they could at all times be employed to advantage. I think that the increased interest and zeal they would feel in the performance of their duties if permanently employed would be attended with most advantageous results to the Government, as they would be incited to have the work done by those under them in the most economical manner as regards both time and expense. When temporarily employed they can not but feel that their own individual interest is affected by the length of time expended in performing the work; but if employed on a yearly salary they would be placed in circumstances which would lead them to make the public interest, and not their own pecuniary emoluments, their chief motive to active exertions. Another reason in favor of their permanent employment is that there is always more or less public property in their several departments which can not be so well taken care of by any persons as themselves. The master painter, master joiner, and master smith now employed have been in the service of the Government for a long series of years, and have performed their duties to general satisfaction as far as my knowledge extends.

The commandant's recommendation does not appear to have been attended by any result.

February 15, 1844, Mr. Henshaw was succeeded by Hon. Thomas W. Gilmer, of Virginia, as Secretary of the Navy, who was killed by the bursting of a gun on board the steamship *Princeton* on the 28th of February, and succeeded in office by the Hon. John Y. Mason, of Virginia,

March 14, 1844, who in turn was succeeded before the end of the fiscal year by the Hon. George Bancroft, of Massachusetts, March 10, 1845.

1845–'46.—The appropriations for repairs and improvements for the year 1845–'46, was only $13,391, and the expenditures but $11,269. This was sufficient for little more than the current repairs to the buildings and the clearing up of the yard. The objects estimated and appropriated for were—

For removing old cob work in timber dock	$1,158
For removing timber shed No. 13 and steam box house	5,746
For saw pits, hoop-heating furnace and wells	1,046
For repairs of all kinds	5,446
Total	13,391

In 1845–'46 the value of stores on hand belonging to the Bureau of Construction, Equipment, and Repair at the beginning of the fiscal year was $560,704, and at its close, $564,583. During the same year the labor under the Bureau amounted to but 487¾ days' work, and cost but $507.45. The material belonging to the Bureau of Ordnance and Hydrography at the same time was valued at $87,485.14.

1846-'47. The estimates for the repairs and improvement of the yard, and the amount appropriated by the act of August 10, 1846, for the fiscal year ending June 30, 1847, was:

For wall for landing wharf at smithery and filling in	$1,705.50
For cistern near mast and boat house	2,000.00
For granite gun skids and road to graveyard	1,132.00
For repairs of all kinds	4,000.00
Total	8,837.50

The total expenditure for the year, including a balance left over from the appropriation of the preceding year, was $9,700.20. Of course but very little work could be accomplished with such a small outlay, and we find that during the fiscal year there was a less number of workmen employed than for any previous year since 1826, or any subsequent fiscal year to 1877. The following were the number of workmen employed in the yard on the first day of each month, exclusive of the 13 ordinary men, a part of the permanent establishment, viz: July, 1846, 9; August, 4; September, 14; October, 29; November, 20; December, 13; January, 1847, 7; February, 3; March, 3; April, 3; May, 23; June, 15; average, 12.

The Hon. John Y. Mason succeeded Mr. Bancroft as Secretary of the Navy, September 9, 1846, and Capt. Joseph Smith succeeded Commodore Warrington as chief of the Bureau of Yards and Docks.

In May, 1847, the keel of the side-wheel steamer *Saranac* was laid, and work became more lively in the yard. On the 1st of July, 1847, there were 60 workmen on the rolls, in October 149, and December 1, 134; while the average number employed throughout the year 1848 was

143. There was employed during the fiscal year ending June 30, 1848, for the construction bureau alone 23,965 days labor, at a cost of $37,938.66.

1848. In 1848 Alexander Parris, esq., received the appointment of civil engineer, retaining Mr. Calvin Brown as his assistant. Under his directions the work of leveling was carried on with vigor. The smithery was enlarged and rebuilt, and the sea wall finished to the knee dock.

In November, 1848, the side-wheel steam frigate *Saranac*, the first steam vessel built at the yard, was launched. She was 1,446 tons by the old, and 1,238 tons by the new measurement. Displacement 2,150 tons, and cost, completely armed and equipped for sea, $435,400. After an almost constant service, she was lost June 1, 1875, on a rock in Seymours Narrows, in the channel which separates Vancouver Island from the mainland. At the time of the accident she was going 14 knots, assisted by a 7-knot current; after striking she hung on the mid-channel rock for a few minutes and then swung off. Her bow was immediately run into the Vancouver shore and made fast by a hawser to a tree. An hour afterward she had sunk completely out of sight, not even her mastheads being visible. Fortunately no lives were lost by her shipwreck.

The estimates and appropriations for the fiscal year 1847–'48, as per act of March 3, 1847, were:

For the civil establishment, under yards and docks	$7,500
For extending knee-dock wall and filling in Gun and Anchor Park, rebuilding wharf No. 1, cistern near mast and boat house No. 15, and for repairs of all kinds	31,528

And there was expended for these objects $32,126.26 and for contingent expenses $13,618.20. Civil establishment, $7,606.16.

There was also appropriated $50,000 towards a floating dry dock. In consequence, however, of the disagreements and claims of rival patentees, nothing was expended upon this object until the following year, when the further sum of $133,333 was appropriated and work vigorously commenced.

The attention of the Department had been attracted to the subject of a dry dock for the yard, and a board of civil engineers under Civil Engineer William P. S. Sanger, was ordered to examine the yard for the purpose of locating the site. The subject was discussed in all its points, and the board finally decided that a floating dock with basin and railways would be much cheaper and better suited to the requirements of the yard than a stone dock, and reported their views to the Bureau. A controversy then arose between the two inventors of floating docks, Messrs. Gilbert & Secor, the inventors of the floating balance dock, claiming for their invention a superiority over that of the sectional dock of Messrs. Dakin & Moody.

The Bureau was much embarassed by these conflicting claims, pushed as they were by the patentees with the greatest amount of political

influence. Finally the controversy was settled by building sectional docks at the Philadelphia and Mare Island and balance docks at the Portsmouth and Pensacola navy-yards.

Congress, by an act approved August 3, 1848, authorized the Secretary of the Navy to contract with either Dakin & Moody or Gilbert & Secor for a floating dry dock to be built at Portsmouth, and the Bureau, on the 11th of November following, entered into a contract with Messrs. John S. Gilbert and Leno Secor, of New York, to construct, with all the necessary machinery and appendages, a floating balance dock and railway to the satisfaction of the superintending engineer.

As this was by far the most important and expensive engineering work yet attempted on the island, and as it still is the principal object of interest in the yard, a somewhat detailed description of the work and its progress to completion will not be out of place here.

THE FLOATING DRY DOCK.

The site having been selected between the timber dock and naval storehouse No. 1 on the west side of the island, a cofferdam was constructed, within which the excavations were to be made for the foundations, floors, and walls of the dock basin. The whole basin was to rest on a pile foundation, and three thousand piles were driven through the earth until they touched the solid rock. They were driven 3 feet from center to center and the interstices filled with clay. They were then cut off 12 feet below high-water mark, capped with timber, and the entire surface covered with 5-inch plank. Five courses of hammered granite in the direction of the length of the dock were then laid, of 1 foot rise, with a bed of concrete 6 inches thick between the stone bearings.

The necessity of excavating a basin with a depth of 32 feet at high water became obvious. In this basin the dock is sunk in order to receive a ship preparatory to pumping out the dock, and raising the ship out of water on it to be floated into the stone basin, and hauled thence, if desirable, upon one of the railways.

Soundings were made in the Piscataqua, in front of the basin, and the bottom was found to be uneven, consisting of gravel, sand, clay, and large masses of ledge; a dredging machine having been procured, thousands of cubic yards of sediment were removed and deposited in the yard for filling low grounds and grading. By these means the ledges were laid bare and submarine blasting commenced to remove the rock formation to the depth required. The extremely uneven surface and hardness of the material were a formidable obstacle. A diving bell was necessary, and an organized force to work it was selected from inexperienced workmen. The work was staked out beneath the tide, entirely by the civil engineer, and under his sole control. For two seasons this work was in progress, and during that time the engineer *descended in the* diving bell daily to inspect the work and direct the

workmen.* The large excavations were made by blasting with Gove's battery; and before the task was accomplished, more than 10,000 cubic yards of rock were detached, removed, and deposited in deep pockets, within or outside the limits selected for this deep basin. The excavation was continued in this manner, until a level floor was secured, and no sharp projecting rock left that could injure the coppering of the dock. Upon this basin the bottom of the dock could rest 32 feet below high-water mark.

For the security of the dock and safety of both dock and ship, three stone mooring piers were erected, 22 feet square at the base and battering on three sides to 12 feet square at low water. These piers were raised 12 feet square above high water, with a stone mooring post in the center. They were composed of large blocks got out to exact dimensions, beds, builds, and joints hammered, and the blocks above low-water mark secured together with copper bolts. This work was also laid with the diving bell to low-water mark.

The balance dock, patented by Gilbert, combines the principles of the caisson and the camel, united together in a walled dock, in the middle compartments of which the vessel rests after the water is pumped out; the side compartments or balancing chambers butt into a caisson, the inner walls of the chamber being sloped, and the entire structure strongly braced and trussed, both transversely and longitudinally. It received the name of balance dock from its facility of preserving an exact equilibrium and level by means of water let into or pumped out of the separate compartments of either of the side chambers, all of which communicate with the pump well by means of valves. The dock at the Portsmouth navy-yard is of this description, with a stone basin and railways added.

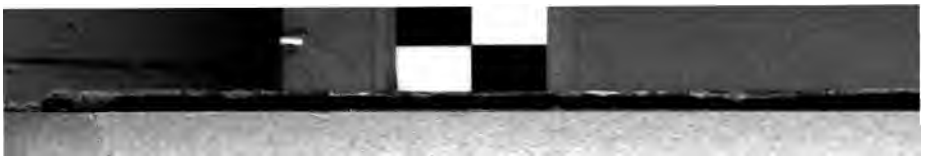
* This was not the first time a diving bell had been used in the Piscataqua. In Vol. XXII of the American Journal of Science is an interesting account of the experiments made with a diving bell in Portsmouth Harbor, N. H., in 1805. The bell inside was 5 feet in diameter at the bottom, 3 feet at the top, and 5¼ feet high. Two men descended in it at a time; when about 12 feet below the surface, the painful sensation experienced in the ears would pass away with a sudden shock, and this would be repeated at each interval of about 12 feet. It might, they found, be avoided by having the bell raised a foot or two every 8 or 10 feet of the decent. The greatest descent made was about 72 feet. "In a clear day, with an unruffled sea, they had light sufficient for reading a coarse print at the greatest depth; as they moved the pebbles with their gaff at the bottom of the river, fish in abundance came to the place like a flock of chickens, and as devoid of fear as if it was a region where they had never been molested by beings from the extra-aquatic world. From the description of the adventurers, no scenery in nature can be more beautiful than that viewed by them in a sunshiny day at the bottom of the deep Piscataqua. It does not appear that the health of either of the men was in the least impaired by their submarine excursions. Their pulsations were quick and their perspiration was very profuse under water; and upon coming out of it they felt themselves in a fit condition for a comfortable sleep." One of the men, it is further stated, found himself much relieved of rheumatic complaints, from which he had been suffering, which was attributed to the great heat produced in the bell, which was like that of a steam bath.

The floating or balance dock is 350 feet long, 105 feet 4 inches broad outside, and its walls are 38 feet high. The chambers on each side are 7 feet 8 inches wide, reducing the interior width to 90 feet. On these walls and amidship of the dock is the machinery for working it while docking or undocking vessels. On each wall are an engine and boiler of 50-horse power, geared and connected with twelve pumps. These pumps are each 2 feet square and 4-foot stroke, and when in operation will raise 17,418 tons of water per hour. There are 52 gates in the dock, by which, with proper manipulation in connection with the pumps, the dock is raised or depressed with facility; it is capable of raising a ship of 5,000 tons weight. The basin is 360 feet long and 120 feet wide at the bottom; the granite walls are 14 feet high, of large, hammered stone laid in cement, battering back 3 feet on all sides from the bottom to the top of the basin. At the outer end of the walls of the basin, and across the bottom in the stonework, is a groove, cut 2 inches wide and 6 deep, to receive the keel and stems of a boat-gate, which when in place incloses the dock within the stone basin.

There are two permanent marine railways extending from the head of the basin on which vessels can be taken up from the dock, leaving it free for another ship. Each marine railway consists of three parallel ways of white oak, the center way being intended to sustain the weight of the vessel upon her keel, and the other two at equal distances from the center way to keep the vessel steady upon her keel during the operation of sliding her upon the shore; there are also temporary bedways for placing upon the deck of the dock, and when used to be accurately adjusted with the bedways on shore. The cradle is constructed to be placed under the keel and bilges of the vessel, to sustain her with her keel upon the center bedway and her bilges upon the bilgeways; for the latter purpose each side of the vessel is blocked up with square blocks of timber, from the bilgeway of the cradle.

The dock was contracted for November 11, 1848, and completed in November, 1851; tested and accepted in 1852.

In docking a vessel on this dock, the pumps are set in motion by the steam engine on the deck above, and, the discharge opening being closed by a gate for that purpose, the water rises in the chamber above the pumps until it is full to the deck of the dock. It is next allowed to flow into the upper chamber of the dock until its weight, acting as ballast, sinks the dock to the required depth. When the ship is floated into the dock and secured, this ballast is drawn off by means of valves, causing the dock to rise by its own specific gravity until it touches the bottom of the ship, after which, the vessel being secured on the blocks and in the cradle, is lifted by pumping the water out of the side chambers and bottom tank; and, as the dock rises, the water around the ship in the middle chamber ebbs out, so that the quantity of water to be exhausted in raising a vessel is in proportion to her weight, and not *to her bulk.*



The apparatus by which the vessel is drawn upon the railway on the land is an exceedingly ingenious and complicated piece of mechanism. It is a hydraulic engine operated by steam; the weight of the cylinder alone is 11 tons and the piston nearly 2 tons. In returning the ship to the dock and to the water, the operation of hauling and docking up is simply reversed. The hauling power of the hydraulic engine is 5,000 tons up the railway or inclined plane, and the rate at which the ship is moved is one foot in one minute.

The dock was constructed on the island opposite the navy-yard, called Pierces Island, and when completed was launched and floated across the river.

In October, 1852, the bureau tested the power of the dock by taking the old line of battle ship *Franklin* of 2,257 tons up on it and hauling her out upon the railway. This was considered a satisfactory test of the powers of the dock and it was accepted from the contractors. The *Franklin* was taken from the dock on to the railway by means of the hydraulic engine, and left in a position to be taken to pieces, which was done at once.

This floating dock has been in successful operation from the day of its acceptance, and more than one hundred ships have been docked on it without damage or accident. During the quarter of a century it has been in use no very extensive repairs were made upon it until 1873, and the machinery and dock are now in almost as good condition as when the Department accepted them from the contractors.

As an evidence of the absence of floating sediment in the waters of the Piscataqua River the deep basin has been examined recently with the diving bell, and the marks of the tools made by the workmen years before have not been obliterated.

The entire cost of this important addition to the yard, with the repairs added, falls short of $1,000,000.

The fine granite building, known as the Head House, was finished in 1853. At first it was only one story and was intended for the engine house connected with the dry dock, but in 1858 it was remodeled and another story and a half added, together with an addition for the boiler and engines. This building is one of the finest in the yard, being built of undressed granite, with hammered granite coignes, dormer windows, and covered with a slate roof.

The appropriations for the floating dock were:

March 3, 1847	$50,000.00
August 3, 1848	133,333.33
March 3, 1850	200,000.00
September 28, 1850	300,000.00
Total	683,333.33

Besides these appropriations, there were miscellaneous appropriations, which included "the filling in around the walls of the floating

dock basin, engine house, foundation for shores at railway, etc., dredging in front, and pointing and puddling stone basin, boilers, engines, and machinery, reservoir for engine house," etc.; and, in 1853, reappropriation of surplus fund for dry dock, $2,900.85, "Preparing moorings for dock basin," etc.

From 1849 to 1858 there was actually expended on the dry-dock basin and its appendages:

For the year ending June 30—	
1849	$61,044.93
1850	251,760.32
1851	186,751.03
1852	98,783,30
1853	149,889.91
1854	2,142.75
1855	4,481.82
1856	2,545.80
1857	2,994.39
1858	4,808.59
Total	765,202.84

All the expenditures after 1853 were for repairs, etc.

In 1857 there was expended for dredging in front of dock basin	$26,952.80
In 1861 on quay wall at dock basin	21,946.47

In 1869 the board of officers on yards and docks reported that the dock sagged in the center, with short vessels like the *New Hampshire*, 7.412 inches; with the *Minnesota*, 5 inches; with the *Piscataqua*, 3 inches; and, in 1873, there was expended for repairs of the floating dock, $73,157.29, a probable consequence of this report. It is greatly to be regretted the dock was not constructed of iron in the first instance instead of wood, but at the date of its construction iron had not come into such general use for works of the kind as it has at present, and was vastly more expensive then than wood.

The amount appropriated by the act of August 3, 1848, for the repairs and improvement of the yard during the fiscal year 1848–'49 for the following objects, was:

For completing quay wall and wharf No. 1, wall west of ship house No. 4, and filling in; timber shed opposite No. 7, and addition to smithery I; brick powder magazine, engines, fixtures, etc., for blowing fires to forges, and for repairs of all kinds, $50,551.

Authority was also given to contract for a floating dock with Dakin & Moody or Gilbert & Secor, and $133,333.33 appropriated towards that object. The amount expended under all these heads for the fiscal year ending June 30, 1849, was $109,089.44, and $12,789.10 for contingent; or, as now styled, general maintenance.

1849. The powder magazine which had been commenced in 1848 was finished in 1849. The *Decatur*, sloop of war, arrived from the coast of Africa, and after being put out of commission was placed in ordinary. *March 8*, Hon. William B. Preston, of Virginia, succeeded John

Y. Mason as Secretary of the Navy, and on the 22d of October, 1849, Capt. Daniel Turner was succeeded by Capt. Thomas W. Wyman as commandant of the yard.

The estimate for the year ending June 30, 1850, and the amount appropriated March 3, 1849, was $54,620.53, for the following objects, viz:

For completing powder magazine	$6,150.00
For completing smithery I	2,500.00
For commander's quarters	9,065.83
For timber shed No. 28	16,627.80
For storehouse No. 30	4,718.00
For dock wall west of timber shed	4,000.00
For paving timber shed No. 27	1,694.50
For wharf and filling in rear of No. 4	2,660.00
For pitch house	1,142.27
For engine house	382.13
For filling in low grounds	1,990.00
For repairs of all kinds	3,690.00
Total	54,620.53

There was also appropriated for the construction of the floating dock the further sum of $200,000. The amount expended on all these objects for the fiscal year ending June 30, 1850, was $302,821; for contingent expenses, $15,755.52; and for the civil establishment of yards and docks, $7,653,87.

1850. July 22, 1850, Hon. William A. Graham, of North Carolina, succeeded Mr. Preston as Secretary of the Navy.

For the fiscal year ending June 30, 1851, Congress, by an act approved September 28, 1850, appropriated for brick stables, lime house, coal house, filling in wharf east of bridge, filling in wharf east of timber shed, machinery and tools for smithery, and for repairs all kinds, $31,673; also, for completing the dry dock, $300,000. By the same act flogging in the navy, and on board vessels of commerce, was declared abolished from the passage of the act.

The amount expended during the year was $204,825.10, and $10,218.19 for contingent or maintenance.

For the fiscal year ending June 30, 1852, Congress appropriated, March 3, 1851, for the following objects, viz: Towards construction of quay wharf across the head of timber dock, filling in around walls of floating-dock basin, pavements around timber shed, magazine wharf, and filling low grounds, engine house, wharf, and filling in east of No. 4, and repairs of all kinds, $31,673; and the amount expended the same year, including payments on the dry dock, was $130,938.85, of which near $100,000 was for the dry dock.

1852. July 22, 1852, the Hon. John P. Kennedy, of Maryland, succeeded Mr. Graham as Secretary of the Navy, and on the 1st day of November Capt. Wyman was succeeded by Capt. Joseph Smoot as commandant. In 1852 a chaplain was for the first time added to the establishment of the yard, and the Rev. P. G. Clark ordered. During

the winter the weather was severe, and outdoor work was entirely suspended.

August 31, 1852, Congress appropriated for the fiscal year 1852–'53: For building timber shed No. 29, foundations for shores at railway, drains, gutters, and paving, and repairs of all kinds, $35,041.23; and there was expended the same year for those objects and the completion of the dry dock $181,171.19, and $18.708.79 for contingent purposes.

The Light-House Board, for the care of light-houses, beacons, buoys, etc., was established by act August 31, 1852, and permission was granted to store their spare buoys at the navy-yard.

1853. During the year 1853 the steamship *Princeton*, bearing the broad pennant of Commodore William Branford Shubrick, accompanied by the steamship *Fulton* and sailing sloops of war *Cyane* and *Decatur*, being the squadron under his command, arrived and anchored off the yard, when the customary salutes were exchanged.

Alexander Parris, having died, after a long sickness, Benjamin F. Chandler was appointed the civil engineer of the yard, an office he has continued to hold until the present time (1877) with great benefit to the public interests.

March 3, 1853, Congress appropriated for the fiscal year 1853–'54: For coopers' shop and watchmen's quarters; dredging in front of, and puddling the stone basin; boiler room, boilers and engine, and machinery; reservoir for engine-house, pipes, gutters, drains, and cisterns; grading navy-yard near the timber shed, and for repairs of all kinds, including floating dock, $53,107. It also appropriated from the surplus fund, for the dry dock, $2,900.85. There was expended during the same year for those objects and for the dry dock $72,283.51, and for contingent $20.324.25.

March 7, Hon. James C. Dobbin, of North Carolina, succeeded Mr. Kennedy as Secretary of the Navy.

Richard F. Dunn, who had been the gunner of the yard since 1837, sixteen years, died this year, and gunner Benjamin Bunker was ordered in his place.

1854. On the 6th of April, 1854, Congress appropriated $3,000,000 for building six first-class steam frigates, and altering, completing, and launching the frigate *Santee* at Kittery and *Sabine* at New York, and work was immediately recommenced upon the *Santee*.

August 5, 1854, the general orders of the Secretary of the Navy, issued in 1846 and 1847, conferring assimilated rank upon pursers and surgeons, was legalized and declared to "have the force and effect of law."

Congress in the same bill appropriated for the fiscal year 1854–'55: For quay wall connecting with the dock basin; completing engine-house and machinery; tools for machinists and smith; launching and hauling up ways; cisterns for officers' quarters; extending ship-house No. 4; extension of ship-house and launching slip; and repairs of all kinds, *$63,550; and there* was expended on these objects $63,253.77, for con-

tingent $26,760.75, and for the civil establishment of yards and docks $11,192.55.

The new ship-house was lengthened 50 feet and the keel of the steam frigate *Franklin* laid therein, the old ship of the line *Franklin* being broken up on the railway at the head of the dry dock.

1855. In February, 1855, the *Santee* (50), which had been upon the stocks since 1820, after having been lengthened at the bow and stern, was launched. She tonned by the old measurement 1,726 tons, and was designed to carry a battery consisting of eight 8-inch shell guns and forty-two long 32-pounders. In 1877 she was the gunnery ship at the Naval Academy, armed with forty-eight guns, and her tonnage by the new measurement was 1,445 tons; displacement, 2,430.

The keel of a light-ship was laid in the ship-house soon after the launch of the *Santee*, and in the summer of the same year she was launched. This ship was intended for the Nantucket shoals, and proved a most excellent sea boat for that service.

In June, 1855, the frigate *Constitution*, bearing the broad pennant of Commodore Mayo, arrived from Key West and was put out of commission. Subsequently she was taken up on the railway and thoroughly overhauled and rebuilt.

A cooper shop was erected this year, the watchmen's quarters built, the shell-house finished, and work on the dock basin continued. Sewers were built, and the main sewer to carry the drainage from the officers' quarters finished.

March 3, 1855, Congress authorized "The Seaveys Island Bridge Company to connect that island with the navy-yard at Kittery, Me., by a bridge extending thereto from said Seaveys Island, at such point thereon as he (the Secretary of the Navy) shall direct, and may permit a right of way through said yard from said bridge in such direction and under such regulations as the commandant of the yard for the time being shall establish, under the authority of the Navy Department." It was further provided that no expense was to be incurred by the United States, and the right thus granted might at any time be discontinued by the Secretary of the Navy. This bridge was built the following year, and, as may be readily imagined, was the source of much annoyance to the yard authorities, as well as discomfort to the inhabitants of the island. In order to avoid theft from the Government, persons carting private material through the yard were compelled to submit their loads to the inspection of the watchmen, and at night even packages carried by persons were subjected to examination. The continual vexations attending this privilege were only relieved by the purchase of the island in 1866.

Capt. John T. Newton relieved Capt. Smoot as commandant in October, 1855, and the remainder of the year was devoted to finishing up the work already begun and in hurrying to completion the steam frigate *Franklin*, the largest vessel at that time in our Navy.

The *Bureau's estimates* for the fiscal year 1855-'56 for repairs and

suggested improvements amounted to $89,288; but Congress, by its act of March 3, 1855, appropriated but a little over $58,000, for the following objects, viz:

"For completing coopers' shop and watchmen's quarters, dredging in front of basin, sewer and drainage, removing ledge back of timber shed, paving, flue boiler at smithery, repairs of floating dock, for a new shell-house for safe-keeping of shells, and repairs of all kinds, $58,258; and there was expended for these objects $41,873.21, for contingent $28,428.69, and for civil establishment of yards and docks $12,056.50.

1856. The sloop of war *Vandalia*, Commander Rootes, arrived from the East Indies, in October, 1856, and was paid off and placed in ordinary.

The bureau's estimate for repairs and improvements for the fiscal year 1856–'57 amounted to $97,700, and the amount appropriated August 16, 1856, for the following objects, was, viz:

For completing launching ways of ship house No. 4, pitch house, tools for machinists and smiths, timber slip, dredging, fences, completing extension of ship house No. 4, and repairs of all kinds, $78,200 The Bureau also estimated, for an ordnance building, shell house for loaded shells, gun skids, and shot beds, a further sum of $40,000, which was appropriated, making the total appropriation for the year 1856–'57 $118,200.

There was expended, however, during the fiscal year for repairs and improvements, only $47,651.53, $17,001.11 for contingent, and $12,046 for the civil establishment of yards and docks.

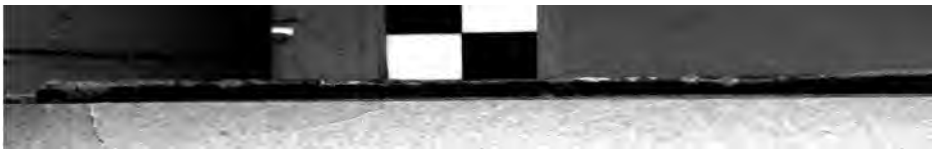
1857. March 6, 1857, Hon. Isaac Toucey, of Connecticut, succeeded Mr. Dobbin as the Secretary of the Navy.

In July, 1857, Capt. J. T. Newton, while on leave of absence, was struck with paralysis, and after a few hours of suffering expired, surrounded by his family and friends. During the twenty months he commanded the station he had won the esteem of all classes. Commander Charles W. Pickering, the senior officer after his death, temporarily assumed the command until relieved on the 11th of August by Capt. John Pope, ordered by the Department as commandant.

The Bureau estimated for repairs and suggested improvements for the fiscal year 1857–'58 the sum of $154,460, which included, for fitting and furnishing the ordnance building and repairs, $4,223.

The amount appropriated March 3, 1857, was for removing ledge, coal house, offices and muster room, tank shed, lodge for ordinary, engine house, for preparing moorings for deep basin, and repairs of all kinds, $124,422; for fitting and furnishing ordnance building, and conductors, and repairs of all kinds, $4,223; in all $128,645. The amount estimated for continuing the quay wall and filling in was not appropriated.

The expenditure during the year for repairs and improvement was $122,343.14; for contingent, $38,096.91, and for the civil establishment *of yards and docks*, $11,761.33; in all, $172,201.38. Of course, with



such liberal appropriations and expenditure, the yard put on a busy appearance and the working force was largely increased. The number of workmen employed on the first day of each month of the fiscal year was as follows: July, 1857, 510; August, 399; September, 501; October, 264; November, 633; December, 551; January, 1858, 523; February, 496; March, 399; April, 414; May, 504; June, 476. This was exclusive of the ordinary men.

The ordnance building was completed, fitted, and furnished. The fine building for offices and muster-room was commenced this year and finished in 1860 at a cost of $28,621.54, and a beautiful iron fence substituted for the wooden one in front of the officers' quarters, at a cost of $7,457.59. Over $12,000 was expended on the launching and hauling up ways, and $26,952.80 in dredging in front of the dry dock basin; $21,856.22 in completing the new ordnance building; $10,123 on the loaded-shell house, and $6,288.16 for gun skids and shot beds.

The dry dock was in almost continual use throughout the year, the frigate *Constitution* being hauled up on the railway connected with it to be rebuilt and the sloops of war *Vandalia* and *Falmouth* repaired upon it.

1858. In June, 1858, the Turkish minister, M. Said Suleiman Effendi, visited the yard in company with the Turkish Vice-Admiral Mehemed Pasha and suite; they were received with all the honors due their rank.

Congress having, on the 12th of June, 1858, authorized the building of seven new steam sloops of war, it was decided to build one of them at Portsmouth. Accordingly, the ship house No. —, which, since the launch of the lightship, had been vacant, was cleaned out and made ready to receive the keel of one, which was laid in July and called the *Mohican*, the second steam vessel and the first screw steamer laid down at the yard.

The gun park, shot park, anchor parks, and small park in front of the commandant's house were made, and the present (1877) flagstaff erected in place of the old one. Many of these improvements are due to the good taste and energy of Lieutenant, now Admiral, D. D. Porter, who, in 1858–'59 and 1860, was "first lieutenant of the yard."

The estimates for repairs and improvements for the fiscal year 1858–'59 were:

For mooring piers for floating dock	$13,618	
For extending stables	7,082	
For completing dock basin	6,750	
For repairs of floating dock	3,865	
For repairs of all kinds	20,900	
		$52,215
Ordnance works:		
For gun-carriage shop and storehouse	36,500	
For boiler room, boiler, engine, and machinery	8,100	
For repairs of all kinds	2,000	
		46,600
Total of estimates		98,815

and that amount was appropriated by the act of Congress approved June 12, 1858. The Bureau estimated in addition for building a hospital $30,374, which was not appropriated.

The amount expended under yards and docks for the same year was, for its civil establishment, $12,506.01; improvement and repair, $65,054.69; contingent, $27,720.48. This does not include the amount expended for ordnance works.

The principal improvements effected in the yard in 1859 were building a tank shed at a cost of $12,288.38; a coal house, $17,064.17, and mooring piers for dock, $8,301.10, and there was expended under the head of repairs $29,724.93.

1859. In the early part of 1859 the screw steamship *North America*, belonging to the Portland and Liverpool line, arrived, disabled, having been in collision with a floating iceberg upon her passage across the ocean. There being no other facilities for taking so large a ship out of the water, the Department, at the request of the company, gave permission for her repair upon the dry dock.

On the 15th of February the screw steam sloop *Mohican* was launched. She was completed and fitted out and sailed from the yard during the year. Her extreme length was 233 feet; breadth of beam, 33 feet; depth of hold, 16 feet, and her draft of water, 13 feet. She tonned by the old measurement 994, and by the new, 671 tons, and displaced 1,550 tons. She was bark-rigged and spread 9,800 square feet of canvas, and her armament was two 11-inch guns and four 32-pounders. Her last service was in the Pacific, and under the name of repairs a new ship of the same name, 910 tons by the new measurement and displacing 1,575 tons, is being constructed at the Mare Island navy-yard.

The sloop of war *Portsmouth* sailed from the yard for the coast of Africa, and the repairs of the sloop of war *Dale* were hurried to completion. The RAZEE sloop of war *Cumberland*, flag ship of the home squadron, arrived at the yard and was paid off and put out of commission.

In 1859 a board, composed of Commodore Francis H. Gregory, president; Capt. G. S. Van Brunt, Commanders C. H. Poor and John R. Tucker, and Lieut. David D. Porter, the present Admiral of the Navy, was convened by order of the Hon. Isaac Toucey, Secretary of the Navy, to examine the several navy-yards on the Atlantic coast, and investigate and report upon their condition, defects, and deficiencies.

This board made a voluminous report, and as so much of it as relates to the Portsmouth navy-yard may be considered a fair exhibit of its state and requirements at the commencement of the great rebellion, I will proceed to give the substance of it. They reported:

That the fire engines, consisting of two, were in good condition, but there is a deficiency of hook and ladder trucks; otherwise the fire department was in good order.

They recommended, however, two more fire engines.

The Ordnance is a good-sized and convenient establishment, quite sufficient for the *requirements of the* Navy as at present regulated. An addition, intended for a gun-

carriage loft, connected with which was a steam engine for driving the machinery, will, when finished, make a very complete ordnance building. The duty of the department seemed conducted with a due regard to economy, both in the number of men employed and in the preservation of public property.

The rigging loft, in the same building with the spar and mold lofts, is one of the most substantial and well arranged buildings for the purpose the board have seen, and seemed built for future emergencies as well as present purposes.

The smithery is not a very large shop, but is sufficient to accommodate 100 men in case of necessity. At this time only 25 men are employed; the number has never exceeded 25. The building is not a modern one, nor remarkable for its arrangements, but answers very well the purposes for which it was intended.

Above the smithery is the *machine shop*, which is quite a small affair compared to the machine shops of other yards, but it is capable of performing all the work required for the ships, and for other purposes, in a substantial and economical manner. Only 28 persons were employed in this department under the machinist, including the foundry men, the coppersmith, the tinner, the engineer, and foreman attached to the steam department of the yard. A small number, considering all the work done, but sufficient for all the requirements of that department.

The storekeeper's building is an ordinary one when compared with others of the same kind, but sufficient for the present wants of the Navy, and will have a considerable amount of room added when the office building under construction is finished.

The clerical force of the yard is small in comparison with other yards, but the expenditures are small, and the board can see no reason for increasing it.

The sail loft is over the storekeeper's office, in charge of a naval sailmaker. It is a good-sized room, capable of accommodating, if necessary, 100 sailmakers.

The steam sawmill and joiners' shop, under a master joiner, is in a convenient position in the yard. The sawmill is capable of sawing out planking enough for two ships of war, provided that number were building at one time, though the planks are sawed in advance to be put away for seasoning. The daily average number of feet sawed, face measure, is 800 feet of Southern pine, and 700 feet of oak, the full capacity of the mill. There is room and power in the same building for two more saws, which could be put up at little expense, and would increase the number of feet three times. Using the lower part of the building would give power to drive six saws, which could do six times the amount of work now done.

The joiners' shop is quite a small affair, but has a complete outfit of machinery, planing, grooving, mortising, sawing, turning, etc. Under the joiner shop is a room in which 2 or 3 men are employed in repairing, and sometimes in making, blocks. Most of the new blocks are, however, supplied from Boston.

Seven buildings have been built within the last two years, or are being built; when completed they will supply accommodations sufficient for present purposes. When they are finished, the present joiner shop will only be required for general ship work, and with an addition, for which the money is appropriated, it will be a well-arranged and efficient department.

The gun carriage shop, in one of the lofts of a timber shed, conducted by a foreman under the constructor, and supervised by the ordnance officer, is to be transferred to the ordnance building when it is completed.

The floating dry dock is in good repair and answers very well for the small-class steamers. It seems doubtful whether it would accommodate the largest class of vessels, and is not economically managed, too many men being employed in getting vessels in and out.

There are a number of fine *timber sheds* about the yard, and a *tank shed*, lately put up. All these sheds have good lofts, capable of being converted, in cases of emergency, into storehouses, or, at small expense, into work shops.

The ship houses are in excellent order, as indeed are all the buildings in the yard, except the *boat-builders' shed*, an inferior and old frame building, full of combustible matter, and likely to take fire from a steam box at the south end of the yard.

Twelve watchmen are employed about the yard, but they wear no badge or uniform, which the board recommends.

The yard is well supplied with *water-closets*, close to the places where the men work, and they can not stray far from the shops or make a plea for idling their time out of sight of their overseer.

The roads require no repair, even after a hard winter.

There is a neat and convenient park for guns, good shell-houses, and a magazine at the further end of the yard.

The officers, except the chaplain, are all provided with quarters, neatly and systematically arranged.

The Marine Barracks are within the yard.

One thousand five hundred and fifty-nine tons of coal, exposed to the weather for some years, and no doubt deteriorated in consequence, the board think out to be shedded over.

The general appearance of the yard is good, and the buildings well adapted for the purposes for which they are intended. The police fair and, with one or two exceptions, composed of good men. It was defective inasmuch as there is no captain of the watch to answer for the police, make details, morning and evening reports, and no uniform to mark or distinguish the police.

The fire department is not well organized, the men not having been sufficiently drilled. The fire apparatus is not sufficient for the protection of so much property. Another engine and hook and ladder trucks are deemed essential, and hook and ladder men.

The board recommended the purchase of the water front of Seaveys Island, next to the navy-yard, which was connected by a bridge with it and was becoming thickly settled with mechanics who worked in the yard. Otherwise, they said, "wharves and other obstructions may be thrown out in the separating creek," and add, "It may be desirable that the Government should shut up the creek some of these days, for the purpose of building a stone dry dock at the mouth of it when the present dry dock shall be worn out or will be no longer serviceable to accommodate the larger class of steam men-of-war. A dock can easily be made here by running a bulkhead across and pumping out the water, and no other excavation will be required than that already provided by nature, and great facilities will exist for getting in the building material both by land and water."

The board further recommended the following clerks, master workmen, foremen, etc., as the future establishment of the yard, to be increased, of course, with the necessities of the service:

Commandant's office.—One chief clerk, $1,200 per annum; 1 writer, $1.75 per day; 1 porter, $456 per annum; 1 messenger, 75 cents per day.

Ordnance office.—One writer, $2.50 per day; 1 foreman gun-carriage shop, $3.12 per day.

Commander's office.—One messenger, at $1.25 per day. The offices of boatswain, gunner, carpenter, and sailmaker to be filled by Navy officers. One foreman of riggers, at $2.50 per day; 1 foreman of of sailmakers, at $2.81 per day.

Master of the yard.—One master's mate to look after the yard laborers, etc., at $2 per day.

Constructor's department.—One draftsman, $900 per annum; 1 clerk, $800 per annum; 1 office attendant, $1.25 per day; 1 foreman of ship carpenters, $3.50 per day; 1 master joiner, $3.50 per day; 1 foreman, $2.81 per day; 1 laborer to clear up, $1.25 per day; 1 master blacksmith, $3.50 per day; 1 foreman to assist and work, $3.12 per day; 1 laborer in shop to clear up, $1.25 per day; 1 master boat-builder, $3.50 per day; 1 leading man to work with tools, and receive 25 per cent in addition to a first-class workman's pay; 1 master calker, when wanted, $3.50 day; 1 master mast-maker, $3.50 per day; 1 master painter, $3.50 per day; 1 leading man to assist and work, and to receive 25 per cent addition to first-class journeyman's pay; 1 foreman *of coopers, to be employed* when required, $2.50 per day.



Inspector of timber's office.—One inspector of timber, $1,050 per annum; 1 writer, $2 per day.

Machinists' department.—One master machinist, $3.50 per day; 1 quarterman, $2.81 per day.

Civil engineer's department.—One civil engineer $1,800 per annum; 1 draftsman, $900 per annum; 1 master mason, $3.50 per day; 1 quarterman to every 30 men employed, and such additional quartermen as the civil engineer, with the sanction of the commandant, may deem necessary, to receive 25 per cent additional on first-class journeymen's pay, provided it does not exceed 50 cents per day.

Purser of the yard.—One clerk, $750 per annum; 1 messenger, to act for lieutenant also, $1.25 per day; 1 clerk of the yard, $1,200 per annum; 1 check clerk, $2 per day; 1 writer to assist the master, $2 per day.

Storekeeper's department.—One clerk, $750 per annum; 1 writer, $2 per day; 1 receiver, $1.75 per day; 1 laborer, $1 25 per day; 1 dock master, $1,000 per annum.

Teamsters' department.—One head teamster (to be paid Sundays), at $2 per day.

Police.—One captain, $1.75 per day; 12 watchmen, at $1.50 per day.

The foregoing schedule does not mention the ordinary men or persons belonging to the dispensary, and does not relate to mechanics, laborers, teamsters, etc., as many of whom may be employed, at the usual rate of wages, as the commandant may deem necessary.

The number of laborers and mechanics employed in the yard on the first day of each month for the fiscal year 1859–'60, exclusive of 19 ordinary men, was: July, 1859, 337; August, 267; September, 279; October, 299; November, 356; December, 335; January, 1860, 191; February, 241; March, 144; April, 161; May, 155; June, 118.

The Bureau's estimates for the repairs and improvement of the yard for the fiscal year 1859–'60 were:

For removing cofferdam	$6,028
For sewer	3,880
For machine shop	8,820
For boat house and carpenter shop	31,632
For gas works	17,490
For capstans and masting shears	5,227
For repairs of floating dock	5,600
For repairs of all kinds	26,800
Total	105,477
For a hospital building	22,000
Ordnance purposes:	
For gun skids	8,172
For shot beds	3,240
For a new powder magazine	32,585
For repairs of all kinds	2,500
Total	46,497

Congress, however, probably in consequence of the report of the Board of Officers, by the act of March 3, 1859 only appropriated: For preservation and current repairs, $11,000, and for gun skids, shot beds, new powder magazine, and ordnance repairs of all kinds, $46,497; and the expenditures for the fiscal year for those objects amounted to $42,699.28. Of this amount $13,567 were expended for repairs, $1,332 *for a boiler at smithery*, and $28,621 for the office building.

1860. For the fiscal year ending June 30, 1861, Congress, on the 22d of June, 1860, appropriated for preservation and current repairs, $10,000.

June 22 a law was passed changing the title of purser in the Navy to paymaster.

On the 6th of August, 1860, the frigate *Constitution* sailed from the yard, under the command of Lieut. David D. Porter, for Annapolis, to be used as a school ship for the midshipmen at the Naval Academy.

The sloops of war *Macedonian* and *Marion* arrived and were put out of commission and placed in ordinary.

The saluting battery upon the wall near the timber dock was built and the guns mounted.

On the 1st of October Capt. John Pope was relieved as commandant by Capt. George F. Pearson.

In December the *Cumberland* was fitted for sea and sailed for New York, under the command of Capt. John Marston. She proceeded thence to Hampton Roads, where she was destroyed by the rebels March 8, 1862.

During 1860 the purchase of the whole or a part of Seaveys Island, in consequence of the recommendation of the board, began to be agitated as a desirable addition to the navy-yard; and Mr. Chandler, the civil engineer of the yard, was directed to make a plan of the island, which shows the following to have been the owners of the island at that date, viz:

	Acres.		Acres.
Lot 1. Horatio Bridge, U. S. Navy	22.025	Lot 17. D. Prior	.337
Lot 2. Horatio Bridge, U. S. Navy	7.131	Lot 18. C. Prior	9.352
Lot 3. S. Odione	.355	Lot 19. D. Trefethen	4.343
Lot 4. E. S. Appleton	1.968	Lot 20. D. Trefethen	2.762
Lot 5. T. Sterling	.283	Lot 21. J. Trefethen	1.182
Lot 6. E. S. Appleton	.500	Lot 22. H. H. Hutchins	.169
Lot 7. J. Prior	2.158	Lot 23. T. H. Abrams	13.245
Lot 8. W. Prior	.309	Lot 24. C. Prior	10.015
Lot 9. E. R. Locke	.362	Lot 25. C. Neal	.036
Lot 10. W. Morse	.137	Lot 26. S. C. Dixon	.195
Lot 11. S. Sterling	.211	Lot 27. John Prior	13.797
Lot 12. School-house lot	.103	Lot 28. J. Trefethen	1.216
Lot 13. C. Walker	.154	Lot 29. W. Tarleton	.191
Lot 14. C. Prior	.188	Lot 30. L. Prior	2.745
Lot 15. C. Prior	.154	Lot 31. George B. Preble	5.014
Lot 16. J. C. Prior	.635	Total acres	101.272

As the island was said to contain 105 acres, more or less, the deficiency of 3¾ acres, unowned, was probably in the public road, which extended from north to south across the island, as shown on the plan.

Seaveys Island was one of the Puddington Islands, Navy-Yard Island being the other, which were granted to Thomas Furnell in 1645. Being larger than the Navy-Yard Island and having more arable land, it soon had a number of owners.

In 1721 Mary Kelley, only surviving child and heiress of Joanna Kelley, formerly Joanna Fernald, and daughter and heir of Thomas Fernald, deceased, conveyed to Stephen Seavey all the land on Fernald Island, in Kittery, which belonged to her said mother Joanna, containing about 16 acres. The same year Stephen Seavey purchased another lot on the island from John Kennard and Elizabeth, his wife, daughter of Patience Atkins, who was one of the children of Thomas Fernald. He was the first of the name of Seavey who owned land on the island. March 20, 1730, John Henderson conveyed to him another 17 acres. In September, 1742, the inventory of his estate included 49½ acres of land on Fernald Island, which his administrators, Stephen, jr., and Mary Seavey, in 1744, conveyed to Benjamin Miller, who reconveyed the same to Stephen Seavey, jr.

The first conveyance of land in which it is called "Seavey's Island," was 14 acres, conveyed November 14, 1796, by Stephen Seavey, a son of the first so named, to Josiah Davis, the condition being that "said Davis should furnish him with meat, drink, lodging and apparel, etc., during life." In 1799 William Jenkins conveyed to Stephen Jenkins "2 acres on Seavey's Island," and in 1806 Alice Jenkins conveyed to Joseph Jenkins "7 acres of land and buildings on Seavey's Island."

October 15, 1784, Stephen Seavey sold Henry Trefethen 16 acres.

November 14, 1796, to Josiah Davis, 14 acres.

May 16, 1803, to his daughter, Ann Gibson, 40 acres.

In all 70 acres, all on Seavey's or Fernald's Island, and from the latest date, 1803 to 1860, no Seavey has had any ownership in the island. The name of Jenkins, as the island was sometimes called, seems to have passed from any ownership of the island in 1806.

HISTORY OF THE UNITED STATES NAVY-YARD, PORTSMOUTH, N. H., 1861 TO 1877.

COMMANDANTS—COMMODORE GEORGE F. PEARSON, 1860-'64; COMMODORE THEODORUS BAILEY, 1864-'67; COMMODORE JOSEPH LANMAN, 1867-'69; COMMODORE JOHN A. WINSLOW, 1869-'70; COMMODORE ALEX. M. PENNOCK, 1870-'72; COMMODORE J. C. HOWELL, 1872-'74; COMMODORE ANDREW BRYSON, 1874-'76; CAPTAIN EARL ENGLISH, 1876-'77; COMMODORE JOHN GUEST, 1877.

1861. Congress having appropriated only a few thousand dollars for the current repairs of the yard for the fiscal year ending June 30, 1861, the appropriation was well-nigh exhausted on the 1st of January, 1861, so that on that day the working force of the yard was only 140, a less number than had been employed on any one day for the seven years preceding. This small number of mechanics and laborers was still further reduced during the months of February and March and in the beginning of April, when less than 100 men were employed.

On the 21st of February, Congress passed a law that not more than $3,000 should be expended at any navy-yard in repairing the hull and spars of any vessel until the necessity and expediency of such repairs

and their probable cost had been ascertained and reported to the Navy Department, by a board composed of a captain or commander in the Navy, the naval constructor of the yard, and two master workmen, or one master workman and an engineer, according to the nature of the repairs to be made. And that not more than $1,000 should be expended on the sails and rigging of any vessel until the necessity and expediency were ascertained and reported upon by a board composed of one naval officer, designated by the Secretary of the Navy, and the master rigger and master sailmaker of the yard where the vessel was.

On the 5th of March the Hon. Gideon Welles succeeded the Hon. Isaac Toucey as Secretary of the Navy, and soon the active progress of the rebellion and the fall of Sumter occasioned renewed activity in all the departments of the yard.

On the 27th of April the commandant received orders to put the yard on a war footing, to arm the earthworks (Fort Sullivan) on Seaveys Island with a battery of 8-inch guns, and to open a rendezvous in Portsmouth to recruit men for the Navy and the Marine Corps. The guard was doubled in the yard, and an addition was made to the watchmen.

On the 1st of May we find the working force of the yard increased from 85 to 820, and before December was over 1,800 workmen were employed. The commandant was also empowered to examine and appoint officers for the volunteer service, subject to the approval of the Secretary of the Navy. The frigates *Santee* and *Sabine* and sloops of war *Dale* and *Marion* were fitted for sea with all dispatch, and sailed from the yard on a cruise, and the keels of two screw steam sloops, *Kearsarge* and *Ossipee*, and the side-wheel double-ender *Sebago*, were laid. The *Kearsarge* was launched on the 5th of October, the *Ossipee* on the 16th of November, and the *Sebago* on the 20th of November following.

The *Kearsarge* tonned 1,031 tons by the old, 695 tons by the new, measurement, and displaced 1,550 tons. Her dimensions were: Length over all, 214¼ feet; length on water line, 198½ feet; beam, 33 feet; depth, 16 feet. She had two engines of 400 horse power, built by Woodruff & Beach, of Hartford, Conn., by contract for $104,000, and she cost when ready for sea $286,918.05. Her armament was two 11-inch smooth-bore Dahlgrens, one 30-pounder Parrott rifle, and four 32-pounders.

The *Kearsarge* did not get to sea until the 5th of February, 1862, when she left the yard under the command of Commander C. W. Pickering, who was relieved the following year by Capt. John A. Winslow. Her action with the Confederate steamer *Alabama* on the 19th of June, 1864, and sinking of that vessel, is a matter of history. In that action her complement consisted of 22 officers and 140 men. The vessels were very evenly matched as regards tonnage, armament, speed, and complement of officers and men. The *Kearsarge* is still in service and in *1877 was in commission* and attached to the Asiatic squadron.

The *Ossipee* tonned 1,240 tons by the old, 828 tons by the new, measurement, and displaced 1,900 tons. Her engines were built by the Reliance Machine Company, Mystic Bridge, Conn., by contract for $93,000, and the total cost of the vessel and her machinery was, $363,787.10. Her armament consisted of two 11-inch Dahlgrens, four 32-pounders, and two rifled guns. She is still in service, and in 1877 was in commission and attached to the North Atlantic squadron.

The double-ender *Sebago*, ten guns, 832 tons, old measurement, was launched November 30, 1861. Her machinery, built by the Novelty Works, New York, cost $50,000, and her total cost was $212,722.22. She was sold out of the service after the war, January 19, 1867, when but a little over 5 years old, for $16,000.

Besides these vessels, the keels of the double-enders *Mahaska*, *Sonoma*, and *Conemaugh*, and steam screw sloop *Sacramento* were laid and some progress made in their construction. The *Mahaska* was the size of the *Sebago*. Her machinery was built by the Morgan Iron Works, New York, and her total cost when ready for sea $210,772.22. She was launched January 30, 1862, and was sold out of service in 1870, for about $16,000.

The appropriation for the yard, February 21, 1861, for the fiscal year ending June 30, 1862, was "for repairs of all kinds, $21,000."

A good amount of work was done, and a large amount of money expended, however, during the year 1861, from balances of old appropriations, used in anticipation of further appropriations, as will be seen from the following return of expenditures, viz:

For repairs (appropriation 1861–'62)	$7,613.02
For quay wall at dock basin	21,946.47
For machinery and tools (appropriation 1862–'63)	7,376.31
For repairs on dock basin	28,652.44
For additional story to engine house (appropriation 1857–'58)	12,034.83
For east wing of ordnance building (appropriation 1856–'57)	27,118.46
For gun skids (appropriation 1859–'60)	5,729.33
For powder magazine (appropriation 1859–'60)	25,318.11
Total	135,788.97

For the fiscal year 1862–'63 the Bureau estimated for needed improvements and repairs: For machine shop and smithery, $88,900; fitting and furnishing machine shop, $34,826; reservoir, $9,000; capstan for shears, $5,359; futtock saw-mill and building, $10,000; extension of storehouse No. 11, $10,000; repairs of all kinds, $34,750; total, $205,035, and for a hospital building, $20,000.

Congress by its act approved July 14, 1862, appropriated for these objects and "the increase of ordnance machinery and shops," additional, $242,032, and for purchase of land for hospital on Seaveys Island, subject to certain provisos, $14,500, and for hospital on Seaveys Island, subject to proviso, $10,000.

Only $103,697.33, however, were expended during the same fiscal

year for repairs and improvements. The land on Seaveys Island was not purchased. Temporary hospital buildings were, however, erected.

The *Conemaugh*, side-wheel double-ender, 832 tons, 10 guns, machinery built by the Novelty Works, New York, was launched March 3, 1862. She cost, including $50,000 for her machinery, $193,416.70, and was sold in New York, October 1, 1867, for $17,100.

The *Sonoma*, side-wheel double-ender, 955 tons, 10 guns, machinery built by the Novelty Works, New York, was launched April 15, 1862. She cost, including $50,000 for her machinery, $194,962.34, and was sold at auction in New York, October 1, 1867, for $16,000.

The *Sacramento*, screw steamer, 1,367 tons. Her engines were built by the Taunton Manufacturing Company, Massachusetts, by contract, for $117,000, and she was launched April 25, 1862. Her total cost was $393,218.50. She was wrecked in the Bay of Bengal June 19, 1867.

The *Sassacus*, side-wheel double-ender, 974 tons, machinery built at the Atlantic Works, Boston, Mass., was launched December 23, 1862. Her total cost, including $50,000 for her machinery, was $249,037.17. She was sold at auction in 1868.

Besides these new vessels, the steam frigates *Colorado* and *Minnesota* and the sailing sloop of war *Constellation* were repaired during the year and sailed from the yard, and the steam frigate *Franklin* was nearly completed to launching.

Several temporary sheds were erected about the yard to accommodate the different departments, which were being crowded to their utmost extent. From 1,200 to 1,800 workmen were employed by the Government during the year, and in addition there was quite a force of contractors' men employed in placing the machinery in the new vessels.

1862. In July of this year (1862) the grades of rear-admiral, commodore, lieutenant commander, and ensign were introduced into the Navy. Heretofore a captain who had commanded a squadron and worn a broad pennant was called by courtesy commodore, and if in command of a navy-yard, was entitled to wear a broad pennant on the receiving ship, but the Navy Department invariably addressed him officially as "captain." A retired list was also created. The spirit ration in the Navy, from and after the 1st day of September, 1862, was abolished, and no distilled spirituous liquor allowed on board of vessels of war from that date except as medical stores.

By an act approved July 16, 1862, the act of December 21, 1861, regulating the hours of labor and wages of employés in the navy-yards, was "amended," but in fact virtually repassed, so as to read:

> That the hours of labor and rate of wages of the employés in the navy-yards shall conform, as nearly as consistent with the public interest, with those of private establishments in the vicinity of the respective navy-yards, to be determined by the commandants of the navy-yards, subject to the revision of the Secretary of the Navy.

The act for the better government of the navy, commonly known as the "Articles of War," which had been in force since 1800, were revised *and reënacted.*

The Bureau's estimates for "repairs and preservation," and the amount appropriated by the act of March 3, 1863, for the fiscal year 1863–'64, was—

For boathouse and carpenters' shop	$31,632
Paint shop	9,758
Bishop's derrick	36,000
Railway, etc	13,622
Knee dock wall	6,600
Repairs of floating dock	2,500
Repairs of all kinds	32,250
Total	132,362

There was also appropriated for an ordnance timber shed and storehouse for howitzers, $31,522, and on the 14th of March, in a deficiency bill, for a naval hospital, $25,000.

Notwithstanding these large estimates and appropriations the whole amount expended under the Bureau of Yards and Docks, for the fiscal year, was, for the civil establishment, $13,106; for improvements and repairs, $33,793, and for contingent or maintenance $83,817.23.

1863. On the 4th of February, 1863, the porters' lodge took fire and was entirely consumed; a heavy northwest wind blowing, and the mercury being 13° below zero, rendered all assistance unavailing. It was rebuilt in 1864.

Temporary barracks were erected in 1863, upon Seaveys Island, for the accommodation of the colored soldiers who were ordered from Hampton Roads, to garrison Fort Sullivan, on that island. These soldiers were commanded by white officers. These buildings were removed to Wood Island for quarantine purposes in 1869.

During the year 1863 the steamers *Pawtuxent*, *Shawmut*, and *Nipsic* were built and launched, and the frigate *St. Lawrence*, bark *Fernandina*, and steam sloops *Alabama*, *Decotah*, and *Agawam* repaired and fitted for sea.

On the 18th of November the keel of the ironclad *Passaconoway*, subsequently called the *Thunderer*, and again renamed the *Massachusetts*, was laid in ship house No. 4, where she still remains upon the stocks.

The *Pawtuxent*, side-wheel, double-ender, 974 tons old, 650 tons new measurement, was launched May 19, 1863. Her machinery was built by the Providence Steam Engine Company for $50,000, and she cost $249,438.39. She was sold at auction in New York, October 15, 1867, for $15,000.

The *Shawmut*, screw steamer, 6 guns, 593 tons old, 410 tons new measurement, was launched June 15, 1863. Her machinery was built by the Corliss Steam Engine Company, Providence, and her cost was $327,639.52. She was, in 1877, laid up in ordinary at Norfolk, Va.

The *Nipsic*, a screw steamer of the same dimensions as the *Shawmut*, was launched June 15, 1863. Her machinery was built by Woodruff & Beach, *Hartford, Conn.*, and she cost $255,943. She was broken up in

Washington in 1875, and in 1877 a new and larger vessel of the same name was being built there under the name of repairs.

During the year 1864 there was expended:

For repairs	$66,567.45
For reservoir between ship houses (appropriation, 1862–'63)	8,283.66
For provision and clothing store (No. 3)	12,580.99
For futtock mill (appropriation, 1862–'63)	10,000.00
For paint shop (appropriation, 1863–'64)	6,500.00
For porter's house (repairs)	3,469.00
For knee dock wall (appropriation, 1863–'64)	9,344.62
Total	116,745.72

Throughout the year 1864 the yard was alive with workmen and the wharves were crowded with vessels. From 1,400 to 2,500 mechanics and laborers were employed, the greatest number being in December. The sloop of war *Vandalia* was ordered to the station as a receiving ship for recruits.

On the 23d of January the old ship of the line, *Alabama*, which had been on the stocks since 1817, was launched and renamed the *New Hampshire*, there being another vessel named the *Alabama* then in the service. She was fitted as a store ship and sent to Port Royal, S. C., to be the depot ship at that station. The steam frigate *Colorado* arrived at the yard and was repaired, docked, and fitted for sea. The side-wheel steamer *Josco* was docked, and the steam frigate *San Jacinto* repaired and fitted. The ordnance tugs *Port Fire* and *Blue Light*, the steam frigate *Franklin*, the steam sloop *Contoocook*, and ironclad *Agamenticus* were launched, and the keels of the steam frigates *Piscataqua*, *Minnetonka*, and *Illinois* laid. Several purchased vessels were docked and refitted.

The boat and carpenters' shop was built by contract with Messrs. Clement & Cressey.

Numbers of vessels arrived at the yard from Southern ports with cases of yellow fever on board, which created much alarm. In July the *De Soto* arrived, and after remaining a short time in the lower harbor steamed up to the yard and was put out of commission. Immediately after the fever broke out among the workmen employed on the ship, and in several instances proved fatal. The sail-loft was closed in consequence, the yard put in quarantine, and the ship removed to the lower harbor.

In October Commodore Theodorus Bailey relieved Commodore George F. Pearson as commandant of the station.

The *Blue Light* and *Port Fire* were each 103 tons old and 85 tons new measurement. The first was launched February 27 and the latter March 8, 1864, and each cost $28,872.28. They are still in service, the *Blue Light* at New London, the *Port Fire* in Portsmouth.

The *Agamenticus*, a double-turreted ironclad, 1,564 tons old and 1,085 tons new measurement, was launched May 28, 1864, and cost $1,016,071.18. She was renamed the *Terror* in 1869, and was broken *up in 1874*, when a new monitor of the same name with an iron hull

was contracted for and commenced in Philadelphia, and she is now (1877) being completed.

The fine screw steam frigate *Franklin*, 50 guns, 3,684 tons old, 3,173 tons new measurement, with a displacement of 5,170 tons, the largest ship ever built at Portsmouth, and which had been on the stocks since 18—, was launched September 17, 1864. She was the first United States ship to wear the flag of an admiral at the main on foreign service, as the flagship of Admiral D. G. Farragut in the European seas in 1867–'68. She has been in almost constant service since that time, and is now (1877), having recently returned from a cruise in the Mediterranean, the receiving ship at Norfolk, Va.

The *Contoocook*, screw steamer, 2,348 tons old, 1,448 tons new measurement, was launched December 2, 1864. She was first commissioned as the flagship of the North Atlantic Squadron in 1868 and renamed the *Albany*, May 15, 1869. Having been built of unseasoned timber, she decayed very rapidly and was sold December 12, 1872, just eight years after her launch.

The Bureau of Yards and Docks estimated for repairs and improvements, and the amount appropriated May 24, 1864, for the fiscal year ending June 30, 1865, was:

For plumbers, coppersmiths, and tin shops	$36,838
Quay walls	22,585
Mooring piers	12,330
Iron store	7,668
Extension of ship houses	6,549
Machinery and tools	28,465
Repairs of floating dock	4,000
Repairs of all kinds	27,000
Barracks on Seaveys Island	6,500
Total	151,935

There was also appropriated by the same act for ordnance purposes: For howitzer and gun-equipment shed, machinery for ordnance building and for fitting and furnishing the new wing of the ordnance building, grading grounds, and repairs of ordnance buildings and railways $20,050.

The expenditures for repairs and improvement during the same fiscal year was $202,852.92.

The expenditures during the year 1865 were as follows:

For repairs (appropriation, 1863, 1864, and 1865)	$50,871.93
For machine shop and smithery (appropriation, 1862 and 1863)	88,182.59
For capstans for shears (appropriation, 1862 and 1863)	243.12
For fitting and furnishing the machine shop, etc. (appropriation, 1862 and 1863)	36,761.46
For west wing of ordnance building (appropriation, 1862 and 1863)	36,032.15
For boathouse and carpenters' shop (appropriation, 1863 and 1864)	30,724.70
For iron store (appropriation, 1864 and 1865)	9,592.54
For barracks on Seaveys Island (appropriation, 1864 and 1865)	6,500.00
Total	258,908.49

In April, 1865, a salute of one hundred guns was fired from the yard, by order of the Secretary of the Navy, in honor of the fall of Richmond and the surrender of Gen. Lee and the armies of the late Confederacy. In the middle of the people's rejoicing at their successes, the assassination of President Lincoln spread a gloom over the nation, and the yard authorities were called upon to fire a salute of minute guns in honor and memory of him.

The war was now regarded as over, and a large number of vessels arrived at the yard and were put out of commission and sold. The construction of the ships on the stocks was continued, and a mechanical force, varying from 1,200 to 2,500, was employed throughout the year. On the 5th of May there were 2,563 men on the rolls, the largest number that had ever been employed at one time in the yard.

Chief Engineer Bartleman, with two assistant engineers, was ordered to the yard in charge of the machinery building, etc. They were the first naval engineers regularly attached to the yard establishment.

1866. The *Piscataqua*, 21 guns, screw steamer, a first rate, 3,177 tons old, 2,490 new, measurement, with a displacement of 4,000 tons, was launched June 11, 1866. Her engines were built by Woodruff & Beach, of Hartford, Conn., and she cost, when completed, $1,177,895.04. She was commissioned in 1867, as the flagship of Rear (now Vice) Admiral Rowan, on the Asiatic station. In 1869 she was renamed the *Delaware*. On her return from the East Indies she was placed in ordinary in New York and, having been built of green timber, decayed very rapidly, and her machinery having been removed, was sold at auction in 1877.

After the great fire of July 4, 1866, the city of Portland, Me., was infested by roughs and thieves, and at the request of the mayor the marines under the command of Lieut. Col. James H. Jones were sent to that city for its protection.

July 25, 1866, Commodore Bailey, the commandant, was promoted to the grade of rear-admiral.

The estimate of the Bureau of Yards and Docks, and the amount appropriated for "repairs, preservation, and improvements," March 2, 1865, for the fiscal year ending June 30, 1866 was, viz:

For reservoir, gutters, etc	$17,000
Oakum store	16,500
Siding mill	18,000
Extension of shiphouse R	15,000
Railway, etc., for floating dock	34,000
Machinery and tools	69,000
Grading, gutters, and drains	6,000
For completing plumber's, coppersmith's and tin shops	10,000
For quay walls	3,000
For completing mooring piers	3,000
Completing extension of shiphouse S	8,000
Two launching slips	46,000
Repairs of all kinds	70,500
Total	316,250

There was also appropriated for the Bureau of Ordnance: For shot beds, quay walls, boiler, boiler-room and machinery, grading grounds, and repairs of all kinds, $47,425.

The amount expended during the same fiscal year, under direction of the Bureau of Yards and Docks, for repairs and improvements, was $250,422.18.

During the year 1866 there was expended for the following objects, viz:

Repairs and preservation	$52,043.68
Bishops derrick (new shears) appropriation 1863–'64	39,195.97
Two mooring piers (appropriation 1864–'65)	15,303.10
Extension of shiphouse No. 5 (appropriations 1864–'66)	18,385.11
Extension of shiphouse No. 4 (appropriations 1864–'66)	13,188.11
Timber shed No. 28 (repairs)	4,779.43
Condensing apparatus (appropriation 1866–'67)	5,151.38
Iron foundry (appropriation 1866–'67)	5,899.29
Total	153,946.07
And for the purchase of Seaveys Island	105,006.05

Secretary Welles, in his annual report for 1865, with the experience of the war in his mind, complained that the navy-yards then existing were "all of limited area and insufficient for our present Navy." "Not one of them," he says, "presents the full requisite conveniences and facilities for promptly fitting out in a rapid and efficient manner more than a single vessel at a time. Vessels which ought to be repaired in three months are often detained for a year, and officers ordered to their ships which should be ready for sea have been kept waiting for months at great expense to themselves and the country and to the injury of the service. There is not a public yard where an iron vessel can be constructed, an iron plate made, or where shafting can be forged, or steam machinery manufactured, except on a moderate scale; nor, with the exception of Mare Island, California, and Norfolk, Va., have we a navy-yard with sufficient room to erect the necessary works for even present wants. England, besides her great public yards, with which ours can bear no comparison, possesses even several private establishments in each of which there are more mechanical appliances than are possessed by our whole country."

In 1866 he again urged the Government to erect its own shops and machinery, and to possess its own establishments for the construction of its armored and iron vessels, and said "it would require several years of preparation to provide the necessary appliances for such an estabment."

This expression of his view was chiefly to urge the necessity of a navy-yard, for the construction and repair of iron vessels, upon the Delaware, but their first effect was the purchase of Seaveys Island, which had been agitated since 1860.

An appropriation of $105,000 agreeable to an estimate of the Bureau of Yards and Docks, having passed Congress, on the 17th of April, 1866, received the approval of the President, and the island was conveyed by its owners to the United States of America, in the months of August, September, and October following, for the sums set against their names below. It will be perceived there had been many changes of ownership since the plan of 1860 was drawn by Mr. Chandler.

August 2, 1866, Susan Trefethen quitclaims her right of dower to the United States for	$1.00
August 8, 1866, Nancy Jenkins quitclaims her right of dower to the United States for	1.00
September 29, 1866, Samuel C. Dixon conveys to the United States lot No. 7	3,780.80
September 29, 1866, Cushman Prior conveys to the United States lot No. 4	5,671.20
October 1, 1866, George B. Preble conveys to the United States lot No. 1.	1,890.40
October 4, 1866, Ethan A. Locke conveys to the United States lot No. 14.	3,024.64
October 4, 1866, Horatio Bridge, U. S. Navy, conveys to the United States lot No. 2	17,959.00
October 4, 1866, Charles A. Walker conveys to the United States lot No. 17	2,835.60
October 5, 1866, Daniel I. Prior conveys to the United States lot No. 22.	2,835.60
October 5, 1866, Henry A. Wise, U. S. Navy, conveys to the United States lot No. 11	12,931.00
October 6, 1866, Thomas A. Sterling conveys to the United States lot No. 25	2,835.60
October 6, 1866, Edwin S. Appleton conveys to the United States lot No. 12	2,741.08
October 6, 1866, Charles A. Neal conveys to the United States lots Nos. 5 and 27	3,402.72
October 8, 1866, John Pierce conveys to the United States lot No. 13	2,835.60
October 12, 1866, Thomas A. Prior *et al.* conveyed to the United States lot No. 20	766.40
October 12, 1866, Sarah Prior, guardian, conveyed to the United States lot No. 20	1,149.60
October 12, 1866, Sarah Prior conveyed to the United States lot No. 20.	957.41
October 13, 1866, William Morse conveyed to the United States lot No. 24 .	3,119.16
October 16, 1866, Daniel Trefethen conveyed to the United States lots Nos. 9 and 21	10,500.00
October 16, 1866, James Trefethen conveyed to the United States lots Nos. 6 and 18	3,780.80
October 17, 1866, John C. Prior conveyed to the United States lot No. 23	4,000.00
October 17, 1866, Henry F. Hutchings conveyed to the United States lot No. 8	3,213.68
October 23, 1866, Seth Sterling conveyed to the United States lot No. 15 .	2,835.60
October 23, 1866, Thomas H. Abrams conveyed to the United States lot No. 3	6,011.48
October 24, 1866, Charles B. Odione conveyed to the United States lot No. 26	2,275.95
October 24, 1866, Mark F. Wentworth conveyed to the United States lot No. 26	433.00

October 27, 1866, William Tarleton conveyed to the United States lot No. 19	$3,213.68
November 3, 1866, school district No. 8 conveyed to the United States lot No. 16	1.00
Total	105,003.00
Less nominal considerations	3.00
Actual cost of Seaveys Island	105,000.00

The numbers given the lots in the deeds to the United States are those delineated on a plan of the island, made by Benjamin F. Chandler, civil engineer of the navy-yard, and recorded in the registry of deeds in the county of York, State of Maine; plan book No. 1, page 69.

Seaveys Island contains about 105 acres. The price for it, therefore, averaged about $1,000 an acre, which was nearly ten times as much per acre as was paid by the Government for the neighboring navy-yard island in 1800. Not that the value of land had increased tenfold in that neighborhood in the sixty-six years that had intervened. The owners of the island undoubtedly took advantage of the necessities of the Government in fixing a price upon their land. There were, to be sure, several dwelling houses upon the island, but, with one or two exceptions, none of any great value to their owners or of use to the Government. An extensive and bold water front was, however, gained and the island contains granite of good quality that can be quarried, sufficient for all the foundations and quay walls that will be required for its improvements. The surface of the island is very uneven. A great deal of leveling and filling will alternately be required to make it available for naval purposes, and a quay wall around it is indispensable for the mooring of vessels around it.

1867. In 1867 Secretary Welles again dwelt upon the necessity of larger navy-yards and greater facilities for building and repairing vessels and their machinery, as apparent by the recent experience in war, and spoke of the acquisition of Seaveys Island as being a desirable addition to the Kittery (Portsmouth) navy-yard.

In the year 1866 the civil appointment of Navy agent was discontinued, and Navy paymasters placed in charge of their offices, under the title of "purchasing and disbursing paymasters," and their office agreeably styled "The Navy pay office."

The Bureau's estimate for repairs, preservation, and improvements of the yard for the fiscal year 1866–'67, and the amount appropriated April 17, 1866, for those objects included, viz:

For iron foundry	$5,946
Shop for ironcladding	16,632
Condensers	7,660
Road and timber slips	28,303
Enlarging office building	9,748
Fitting and furnishing plumbers', coppersmiths' and tin shops	3,600
Machinery and tools	48,100
Repairs of all kinds	70,000
Completing plumbers', coppersmiths' and tin shops	10,000
Total	199,989

The Bureau also estimated for the following improvements for which appropriations were not granted:

For raising timber sheds numbers 28 and 29 one story	$49,516
For nine buildings for officers' quarters	126,483
For continuing quay wall	25,000
Total	200,999

The amount expended during the fiscal year 1866–'67 for repairs and improvements was $122,553.16; for civil establishment, $14.550.

The expenditures during the year 1867 were as follows:

For plumbers', coppersmiths', and tin shops (appropriations 1864–'67)	$57,773.78
For gutters and drains (appropriation 1865–'66)	5,998.42
For fitting and furnishing plumber shop, etc. (appropriation 1866–'67)	3,000.47
For railway at floating dock (appropriation 1865–'66)	30,083.64
For siding mill (appropriation 1865–'66)	12,516.67
For raising wings of office building (appropriation (1866–'67)	9,630.95
For repairs of all kinds	123,777.29
Total expenditures	242,781.22

The wings of the office building were raised and extended, and besides the improvements above mentioned a crane was built and a new steam fire engine added to the fire department of the yard.

From 650 to 1,500 workmen were employed in the yard throughout the years 1866 and 1867, the greatest number being employed during the last four months of 1867.

March 2, 1867, Congress passed the following act, which was approved by the President, and designed to stop what was thought to be a growing evil:

No officer or employé of the Government shall require or request any workingman in any navy-yard to contribute or pay any money for political purposes, nor shall any workingman be removed or discharged for political opinion; and any officer or employé of the Government who shall offend against the provisions of this section, shall be dismissed from the service of the United States.

On the 3d of July the *Minnetonka*, subsequently named the *California*, was launched. She was 3,177 tons, old measurement, and a sister ship to the *Piscataqua* (*Delaware*), launched in 1866, which ship was commissioned during the year, and wearing the flag of Rear-Admiral Rowan under orders to sail for the Asiatic squadron.

Soon after the launch of the *Minnetonka*, the keel was laid of a new screw steam sloop, designated as the *Algoma*, but subsequently called the *Benicia*.

Wire rigging was introduced into the Navy with success during the year (1867), and used upon a number of vessels. The test of the comparative strength of wire and hemp rope and the reports of commanders of wire-rigged vessels was so satisfactory that the Secretary in his annual report at the close of the year said there was a prospect that hemp rigging would eventually be superseded. Wrought-iron gun

carriages, in place of the old-time wooden ones, and breech-loading rifles were also introduced into the Navy, for the first time, this year, though Colt's chambered pistols had been in use since 1840.

August 6, 1867, a board, of which Capt. William G. Temple, U. S. Navy, was the senior member, reported a plan of improvement for Seaveys Island in connection with the old navy-yard, which is shown on the plan of the yard for 1876, though no attempt has been made as yet (1877) to carry out the recommendation of the board. A copy of the proceedings of this board will be found in the appendix. It appears the board was not unanimous in regard to the proposed improvements.

In October, 1867, Commodore Joseph Lanman relieved Rear-Admiral Theodorus Bailey as commandant.

The screw steam sloop *Monongahela* was stranded at Frederickstadt, St. Croix, West Indies, November 18, 1867, by a tidal wave, which carried her over the warehouses and into one of the streets of the town. She came back with the returning sea and was left on a coral reef at the water's edge. Fortunately but five of the crew were lost, and no unrepairable injury was sustained by the ship. As it was deemed practicable to relaunch her, the officers and crew remained by the ship, and on the 10th of May, 1868, she was safely launched, and leaving St. Croix on the 13th of June, arrived at New York on the 29th, whence she was sent to the Portsmouth navy-yard for repairs and taken up on the dry-dock railway and rebuilt.

The Bureau estimated for the year 1867–'68 for a large number of improvements, viz:

For enlarging timber sheds, Nos. 28 and 29	$55,122
Quay wall	27,850
Grading gutter and drains	10,000
Completing reservoirs and gutters	2,500
Ship house over railway, 350 by 140 feet	100,000
Iron plating shop, 300 by 100 feet	75,000
Joiner's shop over timber shed, No. 27	23,000
Timber shed	35,000
Machine shop, iron foundry, boiler shop, forge and smith shop, and grading	150,000
Repairs of all kinds	64,500
In all	542,972

These estimates were for the improvement of Seaveys Island and in accordance with the Secretary of the Navy's report in 1868, in which he again calls attention to the deficiences of our navy-yards and says:

None of the navy-yards possess the area and appliances, nor have they the necessary establishments and machinery, for manufacturing engines and armature, nor for the materials that should be collected in anticipation of national wants. In no one of the navy-yards is there more than a single dry dock, and there are but six in all, three built of stone and three floating docks. The dock yards of France and Great Britain each contains a greater number of dry docks than all the Federal docks combined.

Notwithstanding his report, Congress did not approve of the above estimates, and on the 2d of March, 1867, only appropriated for the fiscal year 1867–'68—

For completing reservoirs and gutters	$2,500
For repairs of all kinds	64,500
Total	67,000

There was expended during the same fiscal year, under the head of repairs and preservation, $60,120.76; for reservoir at steam fire-engine house, $19,220.30. From 625 to 1,400 workmen were employed during the same time.

Coal sheds were erected on Seaveys Island, and two of the residences fitted up and occupied by the naval constructor and civil engineer attached to the yard; and an iron building erected for a boiler shop for steam engineering at a cost of $15,000.

On the 17th of June, 1868, Congress enacted that the various persons employed in the several navy-yards to superintend the mechanical departments, and heretofore known as master mechanics, and the superintendents of rope walks, should be men skilled in their several duties and appointed from civil life, and should not be appointed from the officers of the navy. This was designed to remove the warranted boatswains, carpenters, and sailmakers of the Navy from the superintendence of the rigging loft, carpenter shop, and sail loft.*

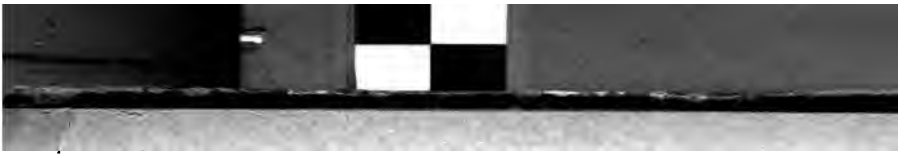
By another act, approved June 28, 1868, eight hours was constituted a day's work "for all laborers, workmen, and mechanics employed by or on behalf of the Government of the United States." A supplementary act May 23, 1872, gave to the laborers and workmen a full day's pay for eight hours' work from June 28, 1868, to May 19, 1869, the date of the President's proclamation concerning such pay.

The Secretary in his annual report, commenting on the operation of this last law, says:

> Congress, by reducing the day's labor of those who work for the Government to eight hours instead of ten, impose upon the Department, as a necessity, the employment of a larger number of hands to execute the same work; and if it had intended the per diem compensation for a working day of ten hours in outside establishments should, under the statute, fix rate of wages in navy-yards, 20 per cent would have been added to the cost of labor.
>
> The estimates for labor for the current year were based on the standard which had previously been recognized and observed; but Congress, while diminishing the appropriation below the estimate, also lessened the amount of labor to be daily rendered by each individual workman. While, therefore, the Department was furnished with less means, it was compelled to employ one-fifth more laborers than in preceding years for the same amount of work.

1868. On the 1st of July, 1868, the Secretary discontinued the office of naval storekeeper, and the stores in his charge were divided and

* The board of naval officers on the condition of the United States navy-yards in 1869 recommended the reverse, and that all master workmen should be warranted as *officers of the Navy* and retain their warrants during good behavior and efficiency.



turned over to the several bureaus to which they belonged, and officers representing those bureaus placed in charge of them, thus securing greater responsibility and efficiency.

The screw steam sloop *Benicia*, 1,122 tons, new measurement, displacement 2,400 tons, was launched in 1868, and sailed the following year to join the Asiatic squadron.

1869. On the 5th of March, 1869, the Hon. Gideon Welles, who had administered the affairs of the Navy since March 5, 1861, throughout the civil war, and for a longer period than any of his predecessors, with honesty, credit, and ability, but perhaps not always without prejudice and partiality, was succeeded by the Hon. A. E. Borie as Secretary of the Navy. Mr. Borie, however, only retained the office until the 25th of June following, when he was succeeded by the Hon. George M. Robeson, who remained in office until March 10, 1877, nearly as long a period as had his predecessor.

Rear-Admiral Lanman, on his promotion, was succeeded by Commodore John A. Winslow as commandant during the year.

Vessels continued to arrive from Southern ports and the necessity of at once establishing a quarantine station somewhere in the lower harbor became apparent, and the attention of the Department was called to the matter. The town of Kittery offered to the Department an island at the entrance of the harbor, about 1½ miles southeast of Seaveys Island, and within a quarter of a mile of the Whalesback Light, to be used as a quarantine for all vessels with infectious diseases on board. The offer was accepted, and in July an order was received from the Bureau of Yards and Docks "to erect with all possible dispatch a building upon the island (given by the town of Kittery) for the use of the sick, who are expected to arrive at Portsmouth in about a month or five weeks from date."

Mr. Chandler, the civil engineer of the yard, who was intrusted with the work, commenced at once removing the barracks from Seaveys Island and transporting them to Wood Island, where they were re-erected, and comprise the present commodious and comfortable hospital buildings. The necessity of haste was apparent, for as the workmen were leaving the island the yellow fever patients were being brought to the buildings on shore, the ships having arrived sooner than was anticipated. The time occupied in this work and the building of a wharf was thirty-two days, and the whole cost only $2,500.

The fire-engine house was built this year, at a cost of $8,940; the wings were added several years after, at an expense of $900; making the entire cost of the structure $9,400.

The Bureau renewed, with additions for the fiscal year 1868–'69, the estimates of the preceding year, viz:

For construction ship house over railway	$100,000
Joiner shop over timber shed No. 27	23,000
Sawmill, 150 by 80 feet	80,000

Iron plating shop, 300 by 100 feet	75,000
Timber shed, 215 by 65 feet	35,000
Total	293,000
For steam engineering, machine shop, foundry, boiler shop, forge, and smith shop, and for grading	150,000
For yards and docks, timber shed, joiners' shop and store house	45,078
Quay wall	50,000
Grading, gutters and drains	110,000
Repairs of all kinds	69,750
Total	424,828
Grand total	717,828

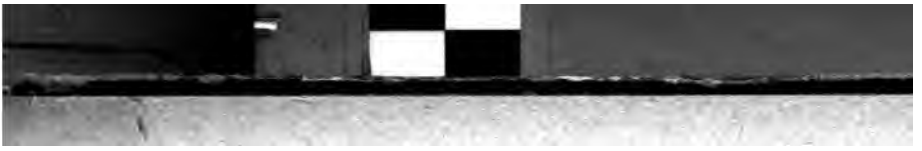
These appropriations were necessary if it was intended to make use of and improve Seaveys Island. The estimates of the Bureau met with no better success than they did the preceding year. Congress by its act of March 1, 1869, only appropriated for the fiscal year 1869–'70, "for necessary repairs of all kinds, $50,000." A like sum of $50,000 only was appropriated July 15, 1870, for the same object for the fiscal year 1870–'71, though $577,866 was estimated and asked for, $335,356 of which was for a proposed enlargement of the dock basin, $75,000 for extension of quay wall, and $45,000 for commencing workshop and storehouse for yards and docks on Seaveys Island.

The new Secretary, Mr. Borie, availed himself of the first week he was in office to order a naval board to examine into the condition and wants of the several navy-yards on the Atlantic coast. The California yard was probably not included, solely because it was so isolated, and the Pacific Railroad had not then been completed.

The board assigned to this duty was originally composed of Rear-Admiral S. H. Stringham, Rear-Admiral C. K. Stribling, and Commodore Samuel P. Lee. Rear-Admiral J. S. Lardner was subsequently substituted for Rear-Admiral Stringham. Chief Engineer Alexander Henderson was also directed to report to the board, to assist it in the examination of engines stowed away in the several yards, but not as a member of the board. The duties assigned the board were multifarious. The Secretary in his instructions directs the board to ascertain the condition and wants of our navy-yards, so that they may be rendered efficient in time of war, and states:

> It is also desirable to have the permanent peace establishment and the expenses of the yards reduced to the lowest scale consistent with efficiency and economy. Not a single person should be retained in the yards whose services can be dispensed with.

They were to report on the preservation and care of the public property at the yards, the steam engines on hand, and were to closely examine into the organization of the yards and recommend anything more simple and efficient that could be devised. They were also to furnish lists of every person employed, with a list of proposed reductions. They *were to examine the* dry docks, and state whether they were capable of



repairing our naval vessels in time of war, and make such recommendations as they deemed proper for providing additional dry docks for the use of the Navy. They were to draw up a uniform set of regulations for the government of the different yards, and to examine every thing, in order to bring about a better system of economy. They were to report with the least possible delay in succinct form and tabulated, so that it could easily be referred to.

These varied duties the board faithfully and intelligently performed, but was unable to make its report until October, when Mr. Borie had been several months out of office. Mr. Robeson, his successor, alluding to it in his first annual report in December, says:

> There are seven regularly established navy-yards, of which only four are capable of fitting out more than two or three vessels at a time. A board appointed during the year to make an examination of their condition has presented a very complete and instructive report to the Department.

The report was printed.

As the report of this board is beyond a doubt the most complete and exhaustive on the condition of our navy-yards that has ever been made, I do not deem it out of place to note some of the board's general remarks, and to give in full its report upon the Portsmouth yard, as the best possible exposition of its condition, efficiency, and capacity in 1869.

The board say, "Our navy-yards are small and poorly provided" (thus reiterating the opinion so often expressed by Secretary Welles in his annual reports), and that "the defense of our seaboard cities against blockade depends wholly on our naval resources, and their defense from attack now more on floating than on fixed defenses. Stone dry-docks and buildings and launching slips and durable workshops and storehouses in our navy-yards, aided by the mechanical and commercial resources of our great cities, must supply this floating defense. The Navy in the future is to be the chief and cheap defense of the cities, coast, and commerce of this great and growing continental country.

"Common sense and patriotism require that our small navy-yards be immediately improved to the full extent of their capacity, and that ample floating defense of our cities, navy-yards, harbors, and coasts shall be provided with all practicable dispatch. It is better to use the public money upon United States navy-yards than to build up private shipyards and machine shops at the public expense."

Comparing our dry docks and launching slips with those of France and England, they find that while England had 29 dry docks, 24 shiphouses, and 5 building slips, and France, in three dockyards, 20 dry docks (two of which were 600 feet long), 4 shiphouses, and 40 building slips, the United States had in all but 7 dry docks, 3 of which were wooden floating docks, 11 shiphouses, and 8 building slips.

The board also recommended "the competent and faithful heads of mechanical departments in all the navy-yards should be appointed

warrant officers of the Navy, to hold appointment during their efficiency and good behavior, subject to the responsibility of officers, and free from the pressure of local political control over them."

Proper grading, drainage, and paving, inspection of supplies, dredging machinery, timber sheds, wet basins, telegraph, transfer of stores, manufacture and care of rope, gas, etc., came under the notice of the board and its general recommendations, but this is not the place to repeat them.

The board, in its recommendations for Portsmouth, limit their remarks to the improvement of the original navy-yard island, expressing it as their opinion that the navy-yard is much exposed to attack by ironclads, and that the extension over Seaveys Island, which is high and rocky and lies between it and the sea, and may be useful in its defense, had better be deferred until the defense of the harbor is properly provided for.

This report of the board, with accompanying plan, is here given in full as the best possible exposition in a condensed form of the condition, efficiency, and capability for improvement of the Portsmouth navy-yard in 1869, when it had nearly arrived at its three score and ten years of existence:

Statement of the area of the Portsmouth navy-yard, its water front, boundaries, wharves, derricks, cranes, workshops, and tools, railway, steam power, fire and water apparatus, etc., in

DEPARTMENT OF YARDS AND DOCKS.

Area of navy-yard island	acres	66.00	
Area of Seaveys Island*	do	171.00	
Total	do	237.00	
Area of carpenter shop	sq. feet	7,000	
Area of smith shop	do	1,364	
Area of general stores	do	7,500	
Area of lumber	do	3,500	
Area of stables	do	4,000	
Boundaries, stone or brick	yards	Island	
Boundaries, fence	do	Island	
Boundaries, open	do	Island	
Cranes, iron	number	2	
Cranes, wood	do	6	
Cranes, iron, lifting capacity	tons	15	
Cranes, wood, lifting capacity	tons	10	
Fire engine, steam	number	2	
Fire engine, hand	do	4	
Fire reservoirs	do	4	
Fire reservoirs, capacity	gallons	390,000	
Mechanics, carpenters and joiners	number	30	
Mechanics, painters	do	6	
Mechanics, smiths	number	6	
Sewers, length of	feet	533	
Shears	number	2	
Shears, height	feet	126	126
Shears, overhang	do	36	36
Shears, capacity	tons	60	50
Water front, navy-yard island	yards	1,866	
Water, Seaveys Island	do	2,700	
Total	do	4,566	
Water front, in slips	do	236	
Total water and slip fronts	yards	4,802	
Wharves of stone	do	129	

* Seaveys Island contains, according to its deeds, but 105 acres. This acreage includes probably the area included within the proposed sea wall around the island.



Dry docks, buildings and launching slips, ship houses, workshops and tools, capacity for mechanics, store houses, timber sheds, etc., in

DEPARTMENT OF CONSTRUCTION.

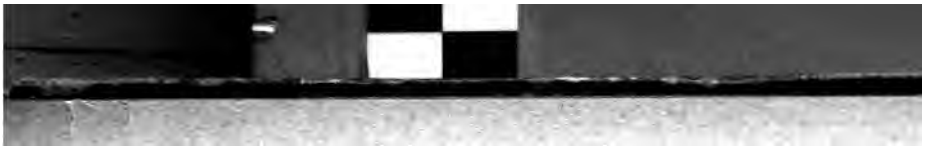
Area of blockshop	sq. feet	1,550
Area of boatshop	do	8,176
Area of joinershop	do	8,892
Area of iron-plating machine shop	sq. feet	10,500
Area of mast shop	do	17,500
Area of mold loft	do	17,500
Area of paintshop	do	3,912
Area of plumber, copper, tinsmith shop	sq. feet	7,656
Area of sawmill	do	5,336
Area of smithery	do	12,964
Area for general storage	do	8,157
Area for metal and iron storage	sq. feet	12,382
Area for furniture storage	do	20,000
Area for tanks	do	5,000
Area for oils and paints	do	800
Dry docks, wood, length	feet	324. 8¾
Dry docks, wood, width	do	90
Dry docks, wood, lifting capacity	tons	3,500
Dry dock basin, length	feet	360
Dry dock basin, width	do	120
Dry dock basin, depth	do	14
Mechanics for whom there are tools, etc.:		
Block-makers	number	15
Boat-builders	do	30
Joiners	do	60
Iron-platers, machinists	do	60
Mast and spar makers	do	60
Painters	do	30
Plumbers, copper and tinsmiths	number	40
Shipwrights, sawyers, etc., number		45
Smiths	do	50
Oakum, storage for	square feet	1,352
Pitch house	number	1
Pitch kettles, permanent	do	4
Ship houses	do	3
Length	feet	330 / 325 / 300
Width	feet	120 / 85 / 130
Timber sheds	number	6
Length of	feet	200
Width of	do	65
Storage area	square feet	78,000
Tools, block shop:		
Boring machine	number	1
Lathes	do	2
Circular saw	do	1
Jig saw	do	1
Treenail machine	do	1
Planer	do	1
Tools, joiner's shop:		
Lathes	number	6
Mortising machine	do	1
Plug machine	do	1
Planing machines	do	5
Saws	do	4
Tenoning machine	do	1
Tools, machine iron plating:		
Bolt-cutters	number	2
Drills	do	5
Lathes	do	8
Planers	do	2
Punches	do	2
Shaping machine	do	1
Shears	do	2
Slotter	do	1
Sheet planer	do	1
Engine	do	1
Boiler	do	1
Tools, saw-mill:		
Planers	number	2
Saws	do	6
Steam boxes	do	2
Engine	do	1
Boilers	do	2
Tools, smithery:		
Forge fires	number	16
Steam hammers	do	2
Punch	do	1
Shears	do	1
Helve hammers	do	4

Workshops, tools, capacity for workmen, storehouses, etc., in

DEPARTMENT OF STEAM ENGINEERING.

Area of boiler shop..square feet..	9,600
Area of coppersmith's shop..do...	1,700
Area of foundry, iron and brass, square feet.....	5,142
Area of machine shop number 1..	20,758
Area of pattern shop.....do...	7,656
Area of smithery.....do...	(*)
Area of storage for general purposes.....square feet..	5,641
Employment for workmen:	
Boilermakers number..	75
Coppersmiths.....do...	8
Helpers of all kinds ...do...	100
Machinists.....do...	150
Molders, iron and brass.do...	25
Pattern-makers do...	12
Smiths do...	8
Total.....do...	378
Tools (boiler shop):	
Boiler number..	1
Drilling machine.....do...	1
Engine do...	1
Forges, smith's purposes do...	2
Forges, flange purposes.do...	1
Hammers, steam do...	1
Planing machine.....do...	1
Punches, medium do...	4
Punches, small do...	2
Punches, flange do...	1
Riveting machines:	
Steam number..	1
Power do...	1
Rolls for plates, large ..do...	1
Rolls for plates, small..do...	1
Shears, large.....do...	1
Shears, medium do...	2
Shears, small do...	2
Tools (forge shop):	
Furnaces, bolts and nuts, number	2
Heading machines—	
2-inch bolts....number..	1
2-inch nuts do...	1
1-inch bolts.....do...	1
1-inch nuts do...	1
Hammers, steam:	
Medium.....number..	1
Small do...	2
Shears, heavy, for plates do...	1
Tools (brass and iron foundry):	
Blower, circular....number..	1
Core oven, small do...	1
Cranes, geared do...	2
Cupola, medium.....do...	1
Cupola, small do...	1
Melting capacity tons..	10
Pit for loam work..number..	1
Tools (machine shop):	
Boilers, fixed.....number..	3
Boilers, portable do...	1
Bolt-cutter—	
2-inch chain.....do...	1
1-inch chain.....do...	2
Boring machines—	
8-foot table do...	1
4-foot table do...	2
3-foot table do...	2
Portable.....do...	1
Drills, upright, large ...do...	2
Drills, upright, medium number	3
Drills, upright, small, number	6
Drills, radial, 8-foot arm, number	1
Engine, large number..	1
Engine, small do....	1
Gear cuttter, for 3-foot diameter number..	1
Gear cutter, small. do....	1
Lathes, about—	
8-foot swing do....	1
6-foot swing do....	1
4-foot swing do....	1
3-foot swing do....	3
2-foot swing do....	8
1-foot swing do....	27
Lathes, small do....	1
Lathes, brass work, especially number..	2
Milling machine, large.do....	1
Milling machine, small.do....	1
Planer, about—	
12-foot width do....	1
8-foot width do....	1
7-foot width do....	1
6-foot width do....	1
5-foot width do....	1
4-foot width do....	1
3-foot width do....	1
2-foot width do....	5

*Used conjointly with construction.



DEPARTMENT OF STEAM ENGINEERING—continued.

Tools (machine shop)—Continued.		Tools (machine shop)—Continued.	
Shaft-straightening machine, number	1	Shaper—Continued.	
Slotter, about—		12-inch stroke..number..	1
30-inch stroke..number..	1	8-inch stroke.....do....	1
20-inch stroke.....do....	1	Lathes, turning.....do....	2
12-inch stroke.....do....	2	Lathes, face.....do....	1
8-inch stroke.....do....	1	Planer, horizontal do....	1
Shaper—		Planer, circular do....	1
18-inch stroke.....do....	1	Saws, circular do....	1
15-inch stroke.....do....	1	Saws, upright do....	1

Workshops, tools, accommodation for workmen, storehouses, etc., in—

DEPARTMENT OF EQUIPMENT AND RECRUITING.

Area of rigging loft feet..	8,100	Storage for general purposes, feet..	7,230
Area of sail loft.....do....	8,520	Storage for chains.....do....	3,000
Mechanics, riggers number..	40	Storage for sails and rigging, feet..	4,500
Sailmakers.....do....	60		

Area of the workshops, their tools, and other buildings, etc., in—

DEPARTMENT OF ORDNANCE.

Area of armory and inspection room feet..	1,627	Storage for gun carriages, feet.....	16,292
Area of gun-carriage shop, feet.....	3,255	Storage for lumber..... feet..	6,616
Area of machine shop ..feet..	3,250	Tools in gun-carriage shop:	
Area of rigger's loft....do....	3,255	Boiler number..	1
Mechanics, employment for—		Engines do....	2
Gun-carriage makers, number.....	50	Lathes do....	2
Riggers.....number..	25	Saw, circular do....	1
Storage for general stores, feet.....	10,063	Saw, splitting do....	1
		Saw, jig do....	1
		Planer.....do....	1

Area for storage and general purposes in—

DEPARTMENT OF NAVIGATION.

Area for general purposes feet..	2,350

Area occupied for general purposes and storage of provisions in—

DEPARTMENT OF PROVISIONS AND CLOTHING.

Area for general stores..feet..	13,986	Area for wet provisions.feet..	2,300

Summary of the areas, water front, dry dock, derricks, steam and fire engines, tools, etc., in the United States navy-yard—

PORTSMOUTH, N. H.

Total area of navy-yard, acres	66.00	Total hand fire engines, number	4
Total area of water front, yards	1,866	Total wood-working tools, number	47
Total area of quay wall, yards	129	Total iron-working tools, number	173
Total masting shears, number	2	Total engines, number	7
Total sewers, yards	533	Total boilers, do	10
Total steam fire engines, number	2	Total dry docks, do	1
		Total ship houses, do	3

List of improvements and numbers for the United States navy-yard at Portsmouth, N. H., as sketched on the accompanying plan.

YARDS AND DOCKS.

The quay wall to be extended. Deep slips to be made at the east and west ends of the water passage between navy-yard and Seaveys Islands, and the middle part of said passage to be filled in.

The shears on the southwest wharf, near dry dock, to remain there. The other pair of shears to be removed, and erected on east wharf, near the proposed ship-houses. Put up eight wharf cranes as shown on plan, and one first-class derrick on west front. New reservoirs at 2, 4, 6, 18, 21a, and 45, in addition to the two present ones at 29 and 32.

Erect additional quarters for officers north of present site.

No. 10. Engine house for two steam fire engines. The upper story to be for the accommodation of a part of the organization of watch and firemen.

No. 31. Engine house now under construction to have two steam fire engines and to accommodate a part of the organization of watch and firemen.

No. 20a. A three-story building. Have steam-power with machinery for house carpenters on the lower floor, offices and general stores on second floor, and house joiners in the third story.

No. 36. Gatehouse near Kittery gate, having the marine guard and officer of the day on the lower floor. The upper story for the offices and examination rooms of the recruiting officer, and the medical officer of the yard, and the yard dispensary.

No. 49. Gas house and meter.

No. 35a. A building three-stories high. Traction engines, forges, and coal on lower floor, iron-working and gas-piping, etc., tools on second floor; plumbers and tinners in the third story.

No. 41. Building for inflammable stores for all the departments.

No. 23. For offices for the commandant, executive officer, and clerks, and for courts and boards.

CONSTRUCTION.

Nos. 1, 3, 5, 37, and 51. No. 51 (open) to be between the proposed dry docks.

No. 46. Marine railway and head house to be built in north end of the present timber basin.

No. 50. Dry dock on site of present floating dock.

No. 52. Dry dock on site of present south ship house.

Nos. 16, 17, 19, 20, 34, 39, 40, 43, 44, 47, 48. No. 16 to be erected. Nos. 17 and 19 to be raised another story and lengthened. Nos. 47 and 48 to be built on the site of the present timber dock.

(All timber sheds are to be two stories high, and the second stories, when not otherwise appropriated, are to be used for storing lumber, furniture of ships, mess chests, etc.)

Total length of timber sheds, 2,415 feet, by 65 feet width.

No. 7. Sawmill.

No. 8. Paint shop, to be two stories high, and receive power for paint mills, etc., from proposed sawmill.

No. 12. Smithery, with steam hammers, and a well-placed galvanizing shop.

No. 13. Coal shed below hill, in front of officers' quarters, with a solid wall on the north side, and with large doors opening on side next to smithery.

No. 14. Shops for shipwrights below and joiners above.

No. 21. General storehouse.

No. 22. Iron-plating shop; second story for plumbers, coppersmiths, and tinners.

No. 27. Mast house, with mold loft above, improved by removing rigging loft.

No. 28. Present railway head house, to contain a large engine for pumping out the two proposed dry docks.

No. 33. Tank shed as at present, with cooper shop on second floor.

No. 35. Present boat shop to be lengthened 65 feet; a joiner's shop on second floor.

No. 38. Steam box.

No. 42. Futtock sawmill, as at present.

STEAM ENGINEERING.

No. 24. To have coal and iron and metal stores on lower floor, with general stores and offices on the second floor, and wood-working pattern-makers in the third story.

No. 25. To be extended and to have boiler shop on first floor, with coppersmith's shop above.

No. 26. To have machine shop on both floors of the western side. The eastern line of the southern part of the machine shop to be extended even with the eastern line of the northern part of it. An erection shop with gallery above it in the north end. Enlarge south end for foundry purposes. The eastern lower front to contain the smithery and hammer shop.

EQUIPMENT AND RECRUITING.

No. 14 *a*. Building three stories high, having rigging loft on first floor, sail loft on second, and the storage of sails, bags, etc., on third.

No. 15. To be built in similar manner, having storage for chains, rope, etc., on lower floor, and general stores and offices for equipment on second floor, with the navigation storeroom in east end.

No. 16. The upper story of this timber shed to be used for equipment, paint shop, and drying room.

Coal depot for ships to be on the southwest end of Seaveys Island, with overhead tracks and steam hoisting engines.

The lower stories of buildings No. 14 and No. 15 to be built as near as may be practicable for convenient conversion into timber sheds hereafter.

ORDNANCE.

No. 9. Ordnance timber shed and gun-carriage stores.

No. 11. Ordnance building, with its workshops and general stores.

Park guns on part proposed to be filled in, south of ordnance building No. 11.

Remove the magazine up the Piscataqua River or elsewhere, if proposed by Ordnance Board, but out of the navy-yard, certainly.

PROVISIONS AND CLOTHING.

No. 30. To be two stories high (and built as near as may be practicable with a view to its convenient conversion into a timber shed at a future day).

MEDICINE AND SURGERY.

Establish hospital buildings, grounds, gardens, and quarters on the northeast part of Seaveys Island, which wall off for that purpose. Require public vessels having sickness on board to lie at anchor on the good holding ground in the bight west of Gerrish and just north of Wood Island.

The recommendations and suggestions of the Board concentrating all the improvements upon the Navy-Yard Island appear not to have been adopted. Certainly no appropriations have yet been granted in furtherance of them and no attempt has been made to carry out their views. The tabulated statement of the shops and their capacity and condition, and of the capabilities of the yard with its present improvements, with their similar reports upon the other navy-yards, remain a monument of the faithful industry with which the Board performed the duties assigned it.

1869. On the advent of the new administration, March, 1869, Rear-Admiral Joseph Smith, who had administered the affairs of yards and docks with fidelity and ability for twenty-three years, having reached the ripe age of 79, retired from that Bureau to preside over the board of examiners for promotion, etc., and he was succeeded by Capt. Daniel Ammen, who left it to take charge of the Bureau of Navigation May 1, 1870, and was succeeded by Commodore C. R. P. Rodgers as Chief of the Bureau of Yards and Docks.

1870. In July, 1870, Rear-Admiral Winslow was succeeded by Commodore Alexander M. Pennock as commandant.

On the 15th of July, 1870, Congress appropriated in the sundry civil expense bill, for the necessary repairs of all kinds in the Portsmouth navy yard, $50,000. In the navy appropriation bill of the same date it appropriated for the civil establishment of the yard the following sums, viz:

For yards and docks	$14,700
Equipment and recruiting	3,440
Construction and repair	10,500
Steam engineering	5,600
Total	34,240

The appropriation for the civil establishments of ordnance, provisions and clothing, and medicine and surgery was general for all navy-yards, which the bureaus apportioned between the several navy-yards.

The expenditures for improvements and repairs during the fiscal year 1869–'70 was $88,386.69, and for 1870–'71 $54,373.80.

The steam sloop *Narragansett* was fitted out during the year 1870, the repairs of the *Monongahela* continued, and the *Illinois* on the *stocks, having* become through dry rot worthless as a vessel of war,

was taken to pieces in the ship house. She was a second-rate screw steamship of the same size as the *Delaware* and *California*, of 2,490 tons, new measurement, and designed to carry 21 guns of heavy caliber. Having been built of unseasoned white-oak timber, the supply of seasoned live and white oak having been exhausted by the contingencies of the late war, she deteriorated very rapidly, as did her sister ships of the same class, laid down about the same time at other navy-yards.

Early in the year Rear-Admiral Thatcher was ordered to the station as port admiral, an office that was soon discontinued.

On the 14th of August, 1870, while on a visit to his relation, the commandant, Admiral David Glasgow Farragut died after a brief period of suffering. His death was lamented by the whole nation. The Secretary of the Navy, in a general order dated August 15, 1870, the day following his decease, announced to the Navy and the country "the death of David Glasgow Farragut, Admiral of the Navy, the highest officer in the service, at Portsmouth, N. H., at meridian on the 14th inst., in the seventieth year of his age," and added:

> The life of this officer has been spent in the service of his country; the record of his services is written in the noblest pages of her history, and his death will be mourned by the whole people, who loved while they honored him. He will be buried from St. John's Church, Portsmouth, N. H., on Wednesday the 17th instant, at noon. On the day of his funeral, if this order is received in time, otherwise on the day after its reception, the flag will be displayed at half mast at all navy yards and stations and on board all ships of the U. S. Navy in commission, and seventeen minute guns will be fired at noon from each navy-yard. The commandant of the navy-yard at Portsmouth will furnish a proper funeral escort, and pay all due honor to the deceased. All officers of the Navy and Marine Corps will wear crepe on the left arm for a period of twenty days.

After the funeral services in St. John's Church, the body of the deceased admiral was taken on board the U. S. frigate *Guerriere*, Capt. T. H. Stevens, detailed for the purpose, and conveyed in her to New York, where it found its final resting place, after receiving the high military honors due the deceased's rank, in Greenwood Cemetery.

During the year 1869 the working force employed in the yard varied from 312 to 1,581, according to the contingencies of the service, and $61,303.32 was expended under the head of repairs, and in 1870 from 239 to 1,149 workmen were employed, and the yard books show that during 1870 there was expended under the head of repairs, and which probably included improvements and maintenance, $119,732.45.

The Bureau estimated for the fiscal year 1871–72: For repairing of all kinds, $75,000; for permanent improvements, $75,000; and Congress, March 3, 1871, appropriated in the sundry civil service bill, for repairs of all kinds, $75 000, and in the navy appropriation bill of the same date provided for the civil establishment of the yard as follows: Yards and docks, $10,000; equipment and recruiting, $3,400; construction and repair, $8,500; steam engineering, $5,600; medicine and surgery, $1,290. The civil establishments for the Bureaus of Navigation, Ordnance, and *Provisions and Clothing* were provided for in general appropriation.

The amount expended during the fiscal year 1871–'72, for repairs and improvement, was $77,214.59.

The amounts expended during the year 1871 for repairs was $81,511.12; for timber slips, $1,375.37.

The working force employed in the yard during the same year varied from 606 to 1,035, the greatest number on the rolls being in March, the least in August.

1872. During 1872 a chain shed was built and in the last quarter of the year the working force was increased to about 1,300.

The Bureau estimates for the fiscal year 1872–'73, for repairs of all kinds, $90,000; repairs of floating dock, $85,000; for permanent improvement bridge connecting Seaveys Island, $4,200; rail tracks, $20,000; and Congress appropriated, June 10, 1872, in sundry civil service bill:

For repairs of all kinds	$75,000
For repairs of floating dock	80,000
For bridge connecting Seaveys Island	4,000
Total	159,000

The appropriation for the civil establishments was the same as for the year preceding.

The expenditures during the year 1872 were, for repairs, $77,214.59.

The expenditures during the year 1873 were:

For repairs of all kinds	$87,227.38
For repairing floating dock	73,157.29
For truss bridge to Seaveys Island	3,998.65
Total	164,383.32

October 10, 1872, Commodore John C. Howell succeeded Rear-Admiral A. N. Pennock as commandant, on his promotion, who was ordered to command the North Pacific squadron, and subsequently the Asiatic. Rear-Admiral Pennock died suddenly at the Rockingham House, Portsmouth, N. H., September 26, 1876, after his return from sea service, and when within a few days of his retirement.

1873. The *Monongahela* having been almost completely rebuilt, was refitted, and the steam sloop *Marion*, 910 tons, new measurement, which had been built to take the place of the sailing sloop of the same name broken up, was launched; and two new steam sloops, the *Enterprise* and *Essex*, were put upon the stocks in 1873. The *Enterprise*, built by contract with Mr. I. W. Griffiths, the Government furnishing all the material and everything excepting labor, was launched. The floating dock was extensively and thoroughly repaired, and the truss bridge (being the second bridge connecting the two islands) built between the navy-yard and Seaveys Island. The receiving ship *Vandalia* was sent to Boston to be broken up and rebuilt as a steam sloop, and the frigate *Sabine* took her place as the receiving ship.

The Bureau estimated for 1873–'74:

For repairs of all kinds	$93,000
For railroad tracks and cars	20,000
For gas works	20,000
Total	133,000

The appropriation, however, was general for all the navy-yards, as it has been for all years since 1873, leaving to the judgment of the Chief of the Bureau of Yards and Docks what sums to allot each yard, and for what specified purposes. For the year 1873–'74, the Bureau allotted to the Portsmouth navy-yard, "for repairs, improvement, and preservation, $113,500," and there was expended $109,997.91, $2,000 of which was allotted for building gas works and piping the yard for gas.

1874. In 1874 the yard and the officers' quarters were for the first time lighted with gas. A tool house was built, a portico and conservatory added to the commandant's quarters, and a waiting house built on the Portsmouth side at the landing place of the steam tug *Emerald*, which had since the war been the regular ferryboat connecting the navy-yard with the city of Portsmouth.

The steam sloop *Essex* was launched Oct. 26, 1874. She was a screw steamer of 615 tons, new measurement, and 1,375 tons displacement, designed to carry 6 guns, and was a sister ship to the *Enterprise*, launched the preceding year, and was built by the Government in competition with that ship. After her launch she was towed to Boston to receive her machinery, etc.

During the summer of 1874 much difficulty was experienced in supplying the yard with fresh water, in consequence of the unusual dryness of the season, and it was the occasion of much anxiety, as in the various workshops using steam it was feared they would be unable to provide fresh water to feed the boilers. This state of things was laid before the Department and several propositions were made. One was to bore an artesian well on the island, the estimated cost of which, owing to the peculiar formation of the island, was $60,000. By an accidental discovery of several springs on Seaveys Island, it occurred to Commodore Howell, the commandant, that a dam might be constructed to save the water that escaped from them and form a pond in the valley, which was already swampy. This was done and in a short time a pond was formed large enough to be a never-failing source of supply, and the water from it was conducted through a pipe to a cistern in the navy-yard. The entire cost of this improvement, including a steam engine for pumping the water into the reservoir for distribution, was less than $500. In addition to furnishing the yard with a never-failing supply of fresh water, several hundred tons of thick and clear ice are harvested from it in winter, sufficient to supply all the wants of the yard during the summer and the sick at quarantine.

The bridge which connects the navy-yard with "Kittery foreside," was repaired this year and put in serviceable condition. It had been considered for some time quite unsafe for travel.

September 22, 1874, Commodore Howell, having been commissioned Chief of the Bureau of Yards and Docks, in place of Rear-Admiral C. R. P. Rodgers, was succeeded as commandant by Commodore Andrew Bryson.

The steam sloop *Ticonderoga* arrived and was put out of commission on the 24th of October.

The Secretary in his annual report, December 1, 1874, again alludes to the condition of our navy-yards, and that of Portsmouth in particular, and says:

> The subject of the condition and necessity of our navy-yards and naval hospitals was carefully investigated during the last summer by the Senate Naval Committee, under a special resolution for that purpose, and their report to be made to the Senate will, without doubt, contain much information and many valuable and authoritative suggestions. In the meantime I beg to renew the recommendations in my previous annual reports in reference to the navy-yards, and through you to press upon Congress the propriety of increasing and developing their practical resources. In view of the great strides made by other naval powers I am impelled thus to urge the imperative need of bringing our naval workshops up to the highest state of efficiency.
>
> At the Kittery yard nothing further has been done than was absolutely necessary to maintain the yard in its present admirable condition.

1875. In 1875 the *Nantucket* and *Ticonderoga* and tug *Portfire* were in ordinary at the yard, the tug *Speedwell* in commission, and the *Emerald* running as a ferryboat.

From 1874 to 1877 little or nothing was done toward improving the yard, the appropriations being barely sufficient to keep it in repair.

During the fiscal year 1873–'74 there was expended under yards and docks, for repairs and improvement, $109,997.91; for general maintenance, $87,890.34; for civil establishment, $4,399.93; total, $202,288.18.

During the fiscal year 1874–'75 for repairs, etc., only $24,779.71 was expended; during the fiscal year 1875–'76 but $20,546.66 for the same objects.

The *Lancaster* and *Kansas* arrived in the summer of 1875 with yellow fever on board, and, after undergoing a rigorous quarantine, were allowed to come up to the yard and were paid off and placed in ordinary.

The steam sloop *Plymouth* was put in commission and sailed to join the North Atlantic Station early in the year. The new steam sloop *Marion* was also commissioned and sailed, early in 1876, for the Mediterranean. The receiving ship *Sabine* was fitted up as a training ship, under the cognizance of the Bureau of Equipment and Recruiting, and 100 boys were enlisted and under training at the close of the year.

Congress, in the act appropriating for the naval service, approved June 30, 1876, directed the Secretary of the Navy "to organize a naval board of five commissioned officers of the Navy, three of whom shall be the senior officers of the active list of the Navy, to examine fully and determine whether in their opinion any of the navy-yards can be dispensed with and abandoned, and, if so, to report the best manner of making disposition of the same."

Under this law on the 4th of September, 1876, the Hon. Secretary appointed a board composed of the following officers, viz: Admiral D. D. Porter, president; Vice-Admiral S. C. Rowan, and Rear-Admiral C. H. Davis, Chief Engineer J. W. King, and Naval Constructor J. W. Easby, members.

On the 5th of December this board reported and recommended "the Kittery (Portsmouth) navy-yard be not abandoned or dispensed with," and, as appears from the minutes of the board, for the following reasons:

October 4, 1876, the subject of the Kittery navy-yard was taken up, and, after a full discussion, the board agreed that the navy-yard should not be dispensed with or abandoned—

First. On account of its value to the Government as a building and equipping station.

Second. Because it is in a harbor where the water is open in the coldest weather and the port is at all times and seasons accessible.

Third. As a refuge for vessels coming from a sickly station with an epidemic on board there is no other harbor where so many facilities are presented, or where the inhabitants have made so little objection, to our infected ships occupying the outer harbor.

Fourth. There is a large population in and around Portsmouth, N. H., and Kittery, Me., who have passed their lives in ship-building, and the naval mechanics in that vicinity are esteemed among the best in our country.

While the board are decidedly opposed to abandoning the Kittery yard, it seems to them that some expression of opinion on their part should be recorded in regard to what should be done with the yard in case work there is temporarily suspended. They recommend that the yard should have a sufficient force of officers and employés kept on duty to maintain it in the most efficient condition and ready for any emergency.

1876. In June, 1876, the *Congress*, Capt. Earl English, arrived and was paid off and placed in ordinary about the same time the tug *Speedwell* and the training ship *Sabine* were put out of commission and a great reduction made in the officers and working force of the yard. The boys on board the *Sabine* were transferred to the *Wabash* at Boston.

From 1,100 workmen employed on the 1st of January, 1874, the number was gradually decreased to 242 in December, and on the 1st of July, 1876, only 71 were employed in all the departments, a smaller number than had been on the yard rolls since 1854, and, with few exceptions, since 1847.

July 21, 1876, Commodore Bryson was succeeded by Capt. Earl English as commandant, the Secretary having decided to reduce the yard to a captain's command, but soon after the advent of the new administration Secretary Thompson restored it to its former status by appointing, April 16, 1877, Commodore John Guest commandant, Capt. English remaining under his command as captain of the yard.

1877. March 27, 1877, the *Sabine* was sold at auction for $19,250, but the Department refused to confirm the sale.

July 20, 1877, the following United States vessels were at the yard in ordinary or laid up: *Lancaster*, *Congress*, *Ticonderoga*, *Kansas*, and *Portfire*. On the stocks, ironclad *Massachusetts*; repairing, Speedwell; ferryboat, tug *Emerald*.

Buildings, quarters, etc., in the navy-yard, Portsmouth, N. H., with their number, according to the plan of 1876, original cost, material of which built, etc.:

No.	Material.	Year built.	What for.	Cost.
1	Brick	1830	Naval store	$16,146.31
2	do	1863	Provisions and clothing store	12,580.99
3	Wood	1845	Boathouse	1,619.85
4	do	Unk'n	Ship house	38,316.53
5	do	1821	do	29,448.11
6	do	1867	Watch station	Unknown.
7	Stone	1838	Masthouse, mold, and rigging loft	49,981.52
8	Brick	1836	Iron store	9,592.54
9				
10	Iron	1867	Boiler shop	16,000.00
11	Wood		Storehouse for machinery	
12				
13	Brick		Office building	38,252.49
14	Stone	1853	Head house	34,425.14
15	Brick	1855	Engine and boiler house	3,000.00
16	Wood		Iron foundry	
17	do	1867	Machine shop	2,000.00
18	Brick		Machine shop, smithery, and foundry	195,246.66
19	do	1854	Chapel and coppersmith's shop	5,687.58
20	do	1866	Plumber's, coppersmith's, and tin shop	60,774.25
21	do	1865	Howitzer building	4,937.60
22	do		Ordnance building	96,019.30
23	Wood		Steam engineering and smithery	2,000.00
24	do		Photographic gallery	500.00
25	Brick		Shot and shell house	5,000.00
26	Wood		Watch station	400.00
27	Brick	1864	Construction paint shop	6,500.00
28	Wood		Hospital	2,800.00
29	Brick	1863	Ordnance timber shed	28,232.65
30				
31	Stone		New magazine	
32	do		Old magazine	
33	Brick		Shell house for unloaded shells	
34	do		Shell house for loaded shells	
35	do	1851	Lime house	
36	Wood		Officers' stables	
37	do		do	
38	do		Ox shed	3,500.00
39	do		Watering shed	600.00
40	Brick	1851	Stable for yard cattle	21,082.00
41	Wood		Boiler house	1,200.00
42	Stone	1836	Timber shed, equipment store	16,250.00
43	do	1853	Timber shed	16,247.97
44	do	1858	Tank shed	12,410.00
45	do	1836	Timber shed, saw and planing mill	21,007.65
46	do		Iron-plating shop	20,250.00
47	Brick		Circular-saw mill	13,457.48
48	Stone	1836	Timber shed, and yards and docks store	18,869.33
49	do	1836	Timber shed	12,767.76
50	Brick	1834	Yards and docks machine shop and planing mill	15,107.53
51	do	1858	Pitch house	3,060.77
52	Wood		Saluting-battery building	1,000.00
53	do	1835	Ship house	80,637.88
54	do		Watch station	800.00
55	Brick	1869	Oakum house	6,375.49
56	Wood		Teamsters' office and leather worker's shop	500.00
57	do		Masons' stone shed	200.00
58	Brick		Yards and docks smithery	2,000.00
59	do	1865	Boathouse and carpenter shop	30,724.70
60	Stone	1872	Chain shed	13,200.00
61	Wood		Sand shed	2,200.00
62	Brick		Gas house	3,000.00
63	do		Cart and wheel shed	2,500.00
64	do	1870	Steam fire-engine house	8,562.26
65	do	1875	Tool house and paint shop	5,000.00
66	do		Superintendent fire engines	
A	Wood		Commandant's quarters	10,000.00
B	Brick	1828	Captain of the yard's quarters	8,621.50
C	do	1828	Equipment officers' quarters	8,182.24
D	do	1828	Ordnance officers' quarters	8,182.24
E	do	1833	Surgeons' quarters	8,182.24
F	do	1833	Chief engineer's quarters	8,182.24
G	do	1836	Boatswain's quarters	3,264.18
H	do	1836	Gunners' quarters	3,264.18
I	do	1836	Carpenters' quarters	3,264.18
J	do	1836	Lieutenant-commander's quarters	3,264.18
K	do	1828	Lodge for ordinary	5,090.95
M	Wood		Naval constructor's quarters (Seaveys Island)	
N	do		Civil engineer's quarters (Seaveys Island)	

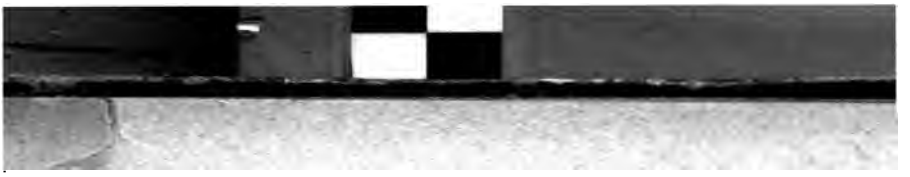


APPENDIX.

REGISTER OF THE PRINCIPAL OFFICERS.

Table of the number of mechanics and laborers employed on the 1st of each month from 1827 to 1877.

Table of the appropriations and expenditures for improvements, civil establishment, and maintenance of the yard, from 1800 to 1877.



Register of principal officers attached to the United States navy-yard, Portsmouth, N. H., on January 1 of each year from 1815 to 1877, inclusive.

[Taken from the annual Official Register.]

1815.

Capt. Thomas McDonough, commandant.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Sailing Master Eli Brown.
Capt. of Marines Charles S. Hanna.

1816-'17.

Capt. Thomas McDonough, commandant.
Lieut. John Pettigrew.
Lieut. Walter N. Monteath.
Lieut. William M. Robins.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Midshipman William S. Walker.
Sailing Master Samuel P. Chamberlain.
Gunner Antonio Correia.
Capt. of Marines Archibald Henderson.
First Lieut. Marines Samuel E. Watson.
Navy Agent Henry S. Langdon.
Naval Storekeeper Tunis Craven.

1818.

Capt. Thomas McDonough, commandant, detached in May.
Lieut. John Pettigrew.
Lieut. Henry Wells.
Lieut. Joseph Smith (ordered to *Guerriere* in May).
Lieut. Walter N. Monteath.
Lieut. William M. Robbins.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Midshipman Joel Abbott (detached April 1, 1818.)
Sailing Master Samuel P. Chamberlain.
Sailing Master James H. Ferguson.
Sailing Master Nathaniel Stoodley.
Gunner Antonio Correia.
Capt. of Marines Archibald Henderson, brevet major.
First Lieut. of Marines Samuel E. Watson.

1819.

Capt. Charles Morris, commandant.
Lieut. John Pettigrew.
Lieut. Henry Wells.
Lieut. Walter N. Monteath.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Sailing Master Samuel P. Chamberlain.
Gunner Antonio Correia.
First Lieut. of Marines Samuel E. Watson.

1820.

Capt. Charles Morris, commandant.
Lieut. John Pettigrew.
Lieut. John Porter.
Lieut. A. H. M. Conklin.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Sailing Master Samuel P. Chamberlain.
Gunner Antonio Correia.
Capt. of Marines Lyman Kellogg.
First Lieut. of Marines Samuel E. Watson.
Navy Agent Henry S. Langdon (fees 1 per cent on expenditures and not to exceed $2,000 per annum).
Naval Storekeeper Tunis Craven (salary $1,000).

1821.

Capt. Charles Morris, commandant.
Master Commandant John Porter.
Lieut. John D. Sloat.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Midshipman Richard Barker.
Midshipman Daniel Goodwin.
Midshipman Michael Mahoney.
Sailing Master Samuel P. Chamberlain.
Sailing Master Nathaniel Stoodley.
Gunner Antonio Correia.
Capt. of Marines Samuel E. Watson.

1821—Continued.

First Lieut. of Marines William W. Dulany.
Navy Agent Henry S. Landgon.
Naval Storekeeper Tunis Craven.

1822.

Capt. Charles Morris, commandant.
Master Commandant John Porter.
Lieut. Thomas W. Wyman.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Midshipman Augustus Cutts.
Sailing Master Samuel P. Chamberlain.
Sailing Master Nathaniel Stoodley.
Gunner Antonio Correia.
Capt. of Marines Samuel E. Watson.
First Lieut. of Marines Thomas S. English.
Navy Agent Enoch G. Parrott.
Naval Storekeeper Tunis Craven.

1823.

Capt. Charles Morris, commandant.
Master Commandant John Porter.
Lieut. Thomas W. Wyman.
Surg. Robert L. Thorn.
Surgeon's Mate Charles Chase.
Purser Nathaniel Lyde.
Sailing Master Nathaniel Stoodley.
Gunner Antonio Correia.
Capt. of Marines Samuel E. Watson.
First Lieut. of Marines Thomas S. English.
Navy Agent Enoch G. Parrott.
Naval Storekeeper Tunis Craven.

1824.

Capt. William M. Crane, commandant.
Master Commandant John Porter.
Lieut. William Berry.
Lieut. Thomas W. Wyman.
Surg. Robert L. Thorn.
Purser Nathaniel Lyde.
Sailing Master N. A. Prentiss (acting).
Sailing Master Nathaniel Stoodley.
Capt. of Marines Samuel E. Watson.
First Lieut. of Marines Thomas S. English.
Second Lieut. of Marines John Lowry.
Navy Agent Enoch G. Parrott (relieved July 23).
Naval Storekeeper John P. Decatur (granted three months' leave).

1825.

Capt. William M. Crane, commandant (ordered in March).
Master Commandant John Porter.
Lieut. George W. Storer.
Surg. Robert L. Thorn.
Surgeon's Mate Charles Chase.
Purser Nathaniel Lyde.
Sailing Master N. A. Prentiss (acting).
Sailing Master Nathaniel Stoodley.
Capt. of Marines Samuel E. Watson.
Second Lieut. of Marines John G. Reynolds.
Navy Agent Enoch G. Parrott.
Naval Storekeeper John P. Decatur.

1826.

Capt. Charles G. Ridgely, commandant.
Lieut. George W. Storer.
Surg. Charles Chase.
Purser Nathaniel Lyde.
Midshipman Francis Bartlet.
Midshipman Simeon B. Bissett.
Sailing Master Nathaniel Stoodley.
Sailing Master N. A. Prentiss.
Capt. of Marines John M. Gamble (bvt. major).
First Lieut. of Marines George D. Brewerston.
Second Lieut. of Marines George F. Lindsay.
Navy Agent Enoch G. Parrott.
Naval Storekeeper John P. Decatur.
Naval Constructor John Floyd.

1827.

Capt. John Orde Creighton, commandant.
Lieut. George W. Storer.
Surg. Charles Chase.
Purser Nathaniel Lyde.
Midshipman Ezekiel Mulford.
Sailing Master Nathaniel Stoodley (resigned April 6, 1827).
Sailing Master N. A. Prentiss.
Capt. of Marines John M. Gamble.
First Lieut. of Marines Thomas S. English.
Second Lieut. of Marines Landon S. Carter.
Navy Agent Enoch G. Parrott.
Naval Storekeeper John P. Decatur.
Naval Constructor John Floyd.



1828.

Capt. John Orde Creighton, commandant.
Lieut. George W. Storer (promoted master commandant April 24, 1828).
Surg. Peter Christie.
Purser Nathaniel Lyde (died July 7, 1828).
Purser Charles O. Handy.
Sailing Master N. A. Prentiss (detached).
Sailing Master James Ferguson.
Capt. of Marines Samuel Watson.
First Lieut. of Marines Thomas S. English.
Navy Agent Enoch G. Parrott (died June 15, 1828).
Navy Agent John N. Sherburne (ordered July 11, 1828).
Naval Storekeeper John P. Decatur.
Naval Constructor John Floyd.

1829.

Capt. John D. Henley, Commandant.
Master Commandant, George W. Storer.
Surg. Peter Christie.
Purser Charles O. Handy (ordered to U. S. S. *Constellation*).
Midshipman George B. Ricker (resigned February 17, 1829).
Sailing Master James Ferguson.
Capt. of Marines Samuel E. Watson.
First Lieut. of Marines Thomas S. English.
Navy Agent John N. Sherburne.
Naval Storekeeper John P. Decatur.
Naval storekeeper Richard H. Ayer (appointed May 1, 1829).
Naval Constructor John Floyd.

1830.

Capt. John D. Henley, commandant.
Master Commandant George W. Storer (detached, ordered to U. S. S. *Boston*).
Lieut. John C. Long.
Surg. Charles Chase.
Purser Joseph H. Terry.
Sailing Master James Ferguson.
Capt. of Marines Samuel E. Watson.
First Lieut. of Marines William W. Dulany.
Second Lieut. of Marines Constantine Smith (resigned November 20, 1830).
Navy Agent John Laighton (appointed April 27, 1830).
Naval Storekeeper Richard H. Ayer.
Naval Constructor John Floyd.

1831.

Capt. John D. Henley commandant.
Master Commandant Daniel Turner.
Lieut. Thomas Crabb.
Surg. Charles Chase.
Purser Joseph Watson (died February 16, 1831).
Purser Grenville C. Cooper.
Sailing Master James Ferguson (detached).
Sailing Master Joseph Williston.
Gunner Joseph Andrews.
Capt. of Marines Samuel E. Watson.
First Lieut. of Marines James Edelin.
First Lieut. of Marines George W. Walker.
Navy Agent John Laighton.
Naval Storekeeper Richard H. Ayer.
Naval Constructor John Floyd.

1832.

Capt. John D. Henley, commandant.
Master Commandant Daniel Turner.
Lieut. Thomas Crabbe.
Lieut. John Pope.
Lieut. Charles H. Jackson (ordinary).
Surg. Charles Chase.
Purser Greenville C. Cooper.
Passed Midshipman Alfred Taylor.
Passed Midshipman Simeon B. Bissell.
Gunner Joseph Andrews (died October 9, 1832).
Capt. of Marines, Samuel E. Watson.
First Lieut. of Marines George W. Walker.
Navy Agent John Laighton.
Naval Storekeeper Richard H. Ayer.
Naval Constructor John Floyd.

1833.

Capt. William M. Crane, commandant.
Master Commandant Daniel Turner (detached on leave).
Master Commandant George W. Storer.
Lieut. Thomas Crabbe (detached on leave).
Lieut. Joseph R. Jarvis.
Lieut. Thomas O. Selfridge (detached to *Delaware* 74.
Lieut. John M. Russell (ordinary).
Surg. Charles Chase (detached).
Surg. William Plumstead.
Surg. James Cormick (detached).
Purser Joseph Wilson.
Passed Midshipman Alfred Taylor.

1833—Continued.

Midshipman Stephen Decatur (detached).
Midshipman John H. Sherburne (detached).
Sailing Master Jacob Mull.
Gunner Joseph Andrews (died October 9, 1832).
Carpenter John A. Dickerson.
Capt. of Marines Samuel E. Watson (bvt. lieutenant-colonel).
First Lieut. of Marines George W. Walker.
Navy Agent John Laighton.
Naval Storekeeper Richard H. Ayer.
Naval Constructor John Floyd.

1834.

Capt. William M. Crane, commandant.
Master Commandant George W. Storer.
Lieut. Joseph R. Jarvis.
Lieut. Joseph Cutts (ordinary; died September 26, 1834).
Surg. William Plumstead.
Purser Joseph Wilson.
Sailing Master Jacob Mull.
Carpenter John A. Dickerson.
Sailmaker J. G. Gallagher.
Capt. of Marines Samuel E. Watson.
First Lieut. of Marines Richard Douglass.
Second Lieut. of Marines Nathaniel S. Waldron.
Navy Agent John Laighton.
Naval Storekeeper Richard H. Ayer.
Naval Constructor John Floyd.

1835.

Capt. William M. Crane, commandant.
Master Commandant George W. Storer.
Lieut. Joseph R. Jarvis.
Surg. Thomas B. Salter.
Purser Joseph Wilson.
Sailing Master Jacob Mull.
Carpenter John A. Dickerson (detached to *Constitution* and relieved in June).
Carpenter Patrick Dee.
Sailmaker J. G. Gallagher (detached).
Maj. of Marines Samuel E. Watson (brevet lieutenant-colonel).
First Lieut. of Marines Alvin Edson.
Second Lieut. of Marines D. D. Baker.
Navy Agent John Laighton.
Naval Storekeeper Richard H. Ayer.
Naval Constructor John Floyd.

1836.

Capt. William M. Crane, commandant.
Master Commandant George W. Storer.
Lieut. Joseph R. Jarvis.
Surg. Thomas B. Salter.
Purser Joseph Wilson.
Sailing Master Jacob Mull.
Boatswain William Black.
Carpenter Patrick Dee.
Maj. of Marines Samuel E. Watson.
First Lieut. of Marines Alvin Edson.
Second Lieut. of Marines, D. D. Baker.
Navy Agent John Laighton.
Naval Storekeeper Richard H. Ayer.
Naval Constructor John Floyd.

1837.

Capt. William M. Crane, commandant.
Commander George W. Storer (promoted to captain February 9, 1837, and detached).
Commander Ralph Voorhees.
Lieut. John C. Long.
Lieut. Joseph R. Jarvis (detached).
Surg. Thomas B. Salter (detached).
Surg. George W. Godwise.
Purser Benjamin J. Cohoone.
Passed Midshipman John J. White.
Sailing Master Jacob Mull.
Boatswain John Morris.
Acting Gunner Richard F. Dunn.
Carpenter Patrick Dee (detached).
Maj. of Marines Samuel E. Watson.
Second Lieut. of Marines D. D. Baker (sick).
Navy Agent John Laighton.
Naval Storekeeper Richard H. Ayer (resigned May 1, 1837).
Naval Constructor John Floyd.

1838.

Capt. William M. Crane, commandant.
Commander Ralph Voorhees.
Lieut. John C. Long (promoted).
Lieut. George F. Pearson.
Surg. Charles Chase.
Purser John A. Bates.
Sailing Master Jacob Mull.
Boatswain John Morris.
Boatswain (acting) Lawrence Gallagher.
Boatswain (acting) John Young.



1838—Continued.

Gunner (acting Richard F. Dunn.
Carpenter Joseph Cox.
Maj. of Marines Samuel E. Watson.
First Lieut. of Marines Francis C. Hall.
Navy Agent John Laighton.
Naval Storekeeper Enoch B. Barnes.
Naval Constructor John Floyd (died June 9, 1838).

1839.

Capt. William M. Crane, commandant.
Commander John C. Long.
Lieut. George F. Pearson.
Surg. Charles Chase.
Purser John A. Bates (ordered to s. *St. Louis*).
Master Jacob Mull.
Boatswain (acting) Lawrence Gallagher.
Boatswain (acting) John Young.
Gunner (acting) Richard F. Dunn.
Carpenter Joseph Cox.
Maj. of Marines Samuel E. Watson.
First Lieut. of Marines Francis C. Hall.
Navy Agent John Laighton.
Naval Storekeeper Enoch B. Barnes.
Naval Constructor John Lenthall.

1840.

Capt. William M. Crane, commandant (detached October 27, 1840).
Capt. John D. Sloat, commandant.
Commander John C. Long (detached to command sloop *Boston*).
Lieut. George F. Pearson.
Surg Charles Chase.
Purser Francis G. MacCauley (ordered to *Constellation*).
Master Jacob Mull.
Boatswain (acting) Lawrence Gallagher.
Boatswain (acting) John Young.
Gunner (acting Richard F. Dunn.
Carpenter Joseph Cox.
Sailmaker acting) John Burdine.
Maj. of Marines Samuel E. Watson.
Second Lieut. of Marines Algernon S. Taylor.
Navy Agent John Laighton.
Naval Storekeeper Enoch B. Barnes.

1841.

Capt. John D. Sloat, commandant.
Commander Thomas W. Wyman.
Lieut. George F. Pearson (promoted *September 8 and detached*).

1841—Continued.

Surg. Charles Chase.
Purser Thomas Breese.
Master Jacob Mull.
Boatswain William Black.
Boatswain (acting) Lawrence Gallagher.
Gunner acting) Richard F. Dunn.
Carpenter John Green.
Maj. of Marines Samuel E. Watson.
Navy Agent John Laighton (removed April 29, 1841)
Navy Agent Timothy Upham.
Naval Storekeeper Enoch B. Barnes (removed April 19, 1841).
Naval Storekeeper Charles W. Cutter.

1842.

Capt. John D. Sloat, commandant.
Commander Thomas W. Wyman.
Lieut. Thomas O. Selfridge.
Lieut. Samuel Larkin (ordinary), detached.
Lieut. George M. White (ordinary).
Surg. Charles Chase.
Purser Thomas Breese.
Master Jacob Mull.
Boatswain William Black (detached).
Boatswain Samuel Drew.
Gunner Richard F. Dunn.
Carpenter John Green.
Sailmaker Benjamin B. Burchsted (detached).
Sailmaker Samuel V. Hawkins.
Maj of Marines Samuel E. Watson.
First Lieut of Marines D. D. Baker.
Navy Agent Timothy Upham.
Naval Storekeeper Charles W. Cutter.
Naval Constructor Samuel M. Pook.

1843.

Capt. John D. Sloat, commandant (detached).
Capt. George W. Storer, commadant.
Commander Thomas W. Wyman (promoted and detached).
Commander Louis M. Goldsborough.
Commander Joseph R. Jarvis (inspection).
Lieut. Thomas O. Selfridge.
Lieut. Henry French (ordinary).
Lieut. George M. White (ordered and detached).
Surg. Samuel Jackson (ordered and detached).
Surg. Peter Christie.

1843—Continued.

Purser Thomas Breese.
Master Jacob Mull.
Boatswain Samuel Drew.
Gunner Richard F. Dunn.
Carpenter John Green (detached).
Carpenter Joseph Cox.
Sailmaker Samuel V. Hawkins.
Maj. of Marines John Harris.
First Lieut. of Marines D. D. Baker.
Navy Agent Timothy Upham.
Naval Storekeeper Charles W. Cutter.
Naval Constructor Samuel M. Pook (detached).
Naval Constructor Josiah Barker.

1844.

Capt. George W. Storer, commandant.
Commander Louis M. Goldsborough.
Lieut. Thomas O. Selfridge (promoted).
Lieut. Samuel Lockwood.
Lieut. Henry French.
Surg. Peter Christie.
Purser Thomas Breese.
Master Jacob Mull.
Boatswain William Hart.
Gunner Richard F. Dunn.
Carpenter Joseph Cox.
Maj. of Marines John Harris.
First Lieut. of Marines D. D. Baker.
Navy Agent Timothy Upham.
Naval Storekeeper Charles W. Cutter.
Naval Constructor Josiah Barker.

1845.

Capt. George W. Storer, commandant.
Commander Louis M. Goldsborough.
Lieut. Samuel Lockwood.
Lieut. Samuel Larkin (ordinary).
Surg. Thomas Dillard.
Passed Asst. Surg. Robert Woodworth (temporarily).
Purser Horatio Bridge.
Purser Thomas Breese (detached).
Master Jacob Mull.
Boatswain William Hoff.
Gunner Richard F. Dunn.
Carpenter Joseph Cox.
Sailmaker Theodore C. Herbert.
Maj. of Marines John Harris.
First Lieut. of Marines D. D. Baker.
Navy Agent Timothy Upham (resigned April 1, 1845).
Navy Agent Samuel Cushman.

1845—Continued.

Naval Storekeeper Charles W. Cutter (resigned May 1, 1845).
Naval Storekeeper Daniel Pierce.
Naval Constructor Josiah Baker.

1846.

Capt. George W. Storer, commandant.
Commander George F. Pearson.
Lieut. Charles W. Pickering.
Lieut. Samuel Larkin.
Surg. Horatio N. Glentworth.
Purser Horatio Bridge.
Master Jacob Mull.
Gunner Richard F. Dunn.
Navy Agent Samuel Cushman.
Naval Storekeeper Daniel Pierce.
Naval Constructor Josiah Barker.

1847.

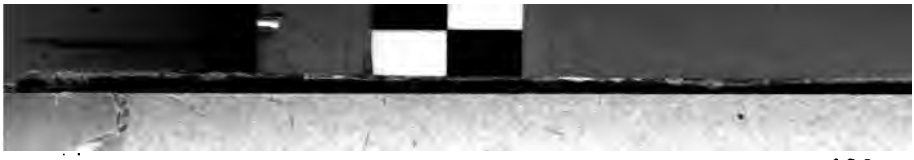
Commodore Daniel Turner, commandant.
Commander John Stone Paine.
Lieut. Charles W. Pickering.
Lieut. Samuel Larkin.
Surg. Horatio N. Glentworth.
Purser John A. Bates.
Master Jacob Mull.
Boatswain Samuel Drew.
Gunner Richard F. Dunn.
Carpenter William M. Laighton.
Navy Agent Samuel Cushman.
Naval Storekeeper Daniel Pierce.
Naval Constructor Benjamin F. Delano.

1848.

Commodore Daniel Turner, commandant.
Commander John Stone Paine.
Lieut. Peter Turner.
Lieut. George M. White.
Surg. M. G. Delaney.
Purser John A. Bates.
Master John Robinson.
Boatswain Samuel Drew.
Gunner Richard F. Dunn.
Carpenter William M. Laighton.
Navy Agent Samuel Cushman.
Naval Storekeeper Daniel Pierce.
Naval Constructor Benjamin F. Delano.
Civil Engineer Alexander Parris.

1849.

Commodore Daniel Turner, commandant.
Commander Joseph R. Jarvis.
Lieut. Peter Turner.



1849—Continued.

Lieut. George M. White.
Surg. Charles Chase.
Purser Nathaniel Wilson.
Master John Robinson.
Gunner Richard F. Dunn.
Boatswain Samuel Drew.
Carpenter William M. Laighton.
Sailmaker James G. Gallagher.
Capt. of Marines Ward Marston.
Capt. of Marines A. N. Brevoort.
Navy Agent Samuel Cushman.
Naval Storekeeper Daniel Pierce.
Naval Constructor Benjamin F. Delano.
Civil Engineer Alexander Parris.

1850.

Capt. Thomas W. Wyman, commandant.
Commander Joseph R. Jarvis.
Lieut. Samuel Hazard.
Lieut. Henry French.
Surg. Charles Chase.
Purser Horatio Bridge.
Master John Robinson.
Boatswain William Black.
Gunner Richard F. Dunn.
Carpenter William D. Jenkins.
Sailmaker James G. Gallagher.
Capt. of Marines Ward Marston.
Capt. of Marines A. N. Brevoort.
Navy Agent Charles W. Cutter.
Naval Storekeeper John Rice.
Naval Constructor Benjamin F. Delano.
Civil Engineer Alexander Parris.

1851.

Capt. Thomas W. Wyman, commandant.
Commander Joseph R. Jarvis.
Lieut. Samuel Hazard.
Surg. Robert Barry.
Purser Horatio Bridge.
Master John Robinson.
Boatswain William Black.
Gunner Richard F. Dunn.
Carpenter William D. Jenkins.
Capt. of Marines Ward Marston.
Navy Agent Charles W. Cutter.
Naval Storekeeper John Rice.
Naval Constructor Samuel Hartt.
Civil Engineer Alexander Parris.

1852.

Capt. Thomas W. Wyman, commandant.
Commander G. J. Van Brunt.

1852—Continued.

Lieut. Samuel Hazard.
Surg. S. Wilson Kellogg.
Purser Horace M. Hieskell.
Chaplain Peter G. Clark.
Master John Robinson.
Boatswain Samuel Drew.
Gunner Richard F. Dunn.
Carpenter George Wisner.
Capt. of Marines Ward Marston.
Capt. of Marines A. N. Brevoort.
Navy Agent Charles H. Ladd.
Naval Storekeeper John Rice.
Naval Constructor Samuel Hartt.
Civil Engineer Alexander Parris.

1853.

Capt. Joseph Smoot, commandant.
Commander G. J. Van Brunt.
Lieut. Amasa Paine.
Surg. S. Wilson Kellogg.
Purser Horace M. Hieskell.
Chaplain Peter G. Clark.
Master John Robinson.
Boatswain Samuel Drew.
Gunner Richard F. Dunn.
Carpenter George Wisner.
Capt. of Marines Abraham N. Brevoort.
Navy Agent Charles H. Ladd (discharged April 5, 1853).
Naval Storekeeper John Rice (discharged May 7, 1853).
Naval Constructor Samuel Hart.
Civil Engineer Benjamin F. Chandler.

1854.

Capt. Joseph Smoot, commandant.
Commander G. J. Van Brunt.
Lieut. George McA. White.
Surg. S. Wilson Kellogg.
Purser Horace M. Hieskell.
Chaplain Peter G. Clark.
Master Abner Read.
Boatswain Samuel Drew.
Gunner Benjamin Bunker.
Carpenter William M. Laighton.
Sailmaker John W. North.
Capt. of Marines Abraham M. Brevoort.
Navy Agent Nehemiah Moses.
Naval Storekeeper John R. Reding.
Naval Constructor William L. Hanscom.
Civil Engineer Benjamin F. Chandler.

1855.

Capt. Joseph Smoot, commandant.
Commander George F. Pearson.
Lieut. Charles W Pickering.
Surg. S. Wilson Kellogg.
Purser Joseph Wilson.
Chaplain Peter G. Clark.
Acting Master Leonard Paulding.
Boatswain Charles Johnston.
Gunner Benjamin Bunker
Carpenter William M. Laighton.
Sailmaker John W. North.
Capt. of Marines Abraham N. Brevoort.
Navy Agent Nehemiah Moses.
Naval Storekeeper John R. Reding.
Naval Constructor William L. Hanscom.
Civil Engineer Benjamin F. Chandler.

1856.

Commodore John Thomas Newton, commandant.
Commander Charles W. Pickering.
Lieut. Albert G. Clary.
Lieut. Leonard Paulding.
Surg. M. G. Delaney.
Purser Joseph Wilson.
Chaplain John Lee Watson.
Boatswain John Bates.
Gunner Benjamin Bunker.
Carpenter Wil iam D. Jenkins.
Sailmaker John W North.
Bvt. Maj. of Marines Nathaniel S. Waldron.
Navy Agent Nehemiah Moses.
Naval Storekeeper John R. Reding.
Naval Constructor William L. Hanscom.
Civil Engineer Benjamin F. Chandler.

1857.

Commodore John Thomas Newton, commandant.
Commander Charles W. Pickering.
Lieut. Albert G. Clary
Lieut. Edward T Nichols.
Surg M. G. Delaney
Purser Joseph Wilson.
Chaplain John Lee Watson.
Boatswain John Bates.
Gunner Burgess P. Allen.
Carpenter William D. Jenkins.
Sailmaker David Bruce.
Bvt. Maj. of Marines Nathaniel S. Waldron.

1857—Continued.

Navy Agent Nehemiah Moses.
Naval Storekeeper John R. Reding.
Naval Constructor William L. Hanscom.
Civil Engineer Benjamin F. Chandler.

1858.

Capt. John Pope, commandant.
Commander John M. Berrien.
Lieut. David D. Porter.
Lieut. Edward T. Nichols.
Surg. M. G. Delaney
Purser George F. Cutter.
Chaplain John Lee Watson.
Boatswain Robert Whittaker.
Gunner Burgess P. Allen.
Carpenter William D. Jenkins.
Sailmaker Samuel Tatem.
Capt. of Marines Josiah Watson.
Navy Agent Henry F. Wendell (appointed May 20, 1858).
Naval Storekeeper John R. Reding (resigned June 1, 1858).
Naval Constructor William L. Hanscom.
Civil Engineer Benjamin F. Chandler.

1859.

Capt. John Pope.
Commander John M. Berrien.
Lieut. David D. Porter.
Lieut. George M. Colvocoressis.
Surg A. A. Henderson.
Purser George F Cutter.
Chaplain Theodore B. Barton.
Boatswain Charles Johnston.
Gunner Eugene Mack.
Carpenter William M. Laighton.
Sailmaker Samuel Tatem.
Capt. of Marines Addison Garland.
Navy Agent Henry F Wendell.
Naval Storekeeper Virgil D. Parris.
Naval Constructor William L. Hanscom.
Civil Engineer Benjamin F. Chandler.

1860.

Capt. John Pope, commandant.
Commander John M. Berrien.
Lieut. David D. Porter.
Lieut. George M. Colvocoressis.
Surg A A. Henderson.
Purser George F Cutter
Boatswain Edward B. Bell.
Gunner Eugene Mack.
Carpenter William M. Laighton.

1860—Continued.

Sailmaker James R. Childs.
Capt. of Marines John G. Reynolds (brevet major).
Navy Agent Henry F. Wendell.
Naval Storekeeper Virgil D. Parris.
Civil Engineer Benjamin F. Chandler.

1861.

Capt. George F. Pearson, commandant.
Commander J. S. Misroon.
Lieut. George M. Colvocoressis.
Lieut. George H. Cooper.
Surg. A. A. Henderson.
Paymaster John Van B. Bleecker.
Chaplain Henry Wood.
Boatswain John McKinley.
Gunner William Burdett.
Carpenter Joseph Cox.
Sailmaker James R. Childs.
Capt. of Marines John G. Reynolds (brevet major)
Second Lieut. Philip H. W. Fontane.
Navy Agent Henry F. Wendell.
Naval Storekeeper Virgil D. Parris.
Naval Constructor Isaiah Hanscom.
Civil Engineer Benjamin F. Chandler.

1862.

Capt. George F. Pearson, commandant.
Commander Alexander Murray.
Commander Elisha Peck (retired, commanding rendezvous).
Lieut. Commander Joseph M. Bradford.
Lieut. Edward C. Bowers (reserved list, rendezvous).
Surg. M. G. Delaney.
Paymaster John Van B. Bleecker.
Chaplain Henry Wood (retired).
Boatswain Alfred Hingerty.
Gunner William Burdett.
Carpenter Joseph Cox.
Sailmaker James R. Childs.
Lieut. Col. of Marines Ward Marston.
First Lieut. of Marines C. A. Stillman.
Navy Agent Thomas L. Tullock.
Naval Storekeeper M. F. Wentworth.
Naval Constructor Isaiah Hanscom.
Civil Engineer Benjamin F. Chandler.

1863.

Capt. George F. Pearson, commandant.
Commander Alexander Murray.
Lieut. Commanding, Joseph M. Bradford *(Ordnance Department)*.

1863—Continued.

Surg. M. D. Delaney.
Paymaster John Van B. Bleecker.
Chaplain Henry Wood.
Acting Master William D. Freeman.
Boatswain Alfred Hingerty.
Gunner William H. Hamilton.
Carpenter Joseph Cox.
Sailmaker A. A. Warren.
Commander Elisha Peck (rendezvous).
Lieut. E. C. Bowers (rendezvous).
Lieut. Col. of Marines Ward Marston.
Capt. of Marines E. McD. Reynolds.
First Lieut. of Marines Charles D. Bradford.
Second Lieuts. of Marines L. P. French and George G. Stoddard.
Navy Agent Thomas L. Tullock.
Naval Storekeeper Francis Bacon.
Naval Constructor Isaiah Hanscom.
Civil Engineer Benjamin F. Chandler.

1864.

Commodore George F. Pearson, commandant.
Commander Alexander Murray.
Surg. M. G. Delaney.
Paymaster C. J. Emery.
Chaplain Theodore B. Barton.
Acting Master William D. Freeman.
Boatswain Alfred Hingerty.
Gunner J. A. Lilleston.
Carpenter Joseph Cox.
Sailmaker A. A. Warren.
Capt. John R. Goldsborough (Ordnance Department).
Capt. Elisha Peck (commanding rendezvous).
Sailmaker James R. Childs (rendezvous).
Lieut. Col. of Marines Ward Marston.
Capt. of Marines John L. Broome.
Second Lieut. Marines George G. Stoddard.
Navy Agent Thomas L. Tullock.
Naval Storekeeper M. F. Wentworth.
Naval Constructor S. M. Pook.
Civil Engineer Benjamin F. Chandler.

1865.

NAVY-YARD.

Commodore Theodorus Bailey, commandant.
Commander Alexander Murray.
Acting Volunteer Lieut. Commander William Budd.

1865—Continued.

NAVY-YARD—continued.

Surg. M. G. Delaney.
Assistant Surg. John H. Clark.
Paymaster C. J. Emery.
Chaplain Theodore B. Barton.
Acting Master Charles E. Hawkins.
Chief Engineer Richard M. Bartleman.
First Assistant Engineer R. H. Fitch.
Second Assistant Engineer George H. Riley.
Boatswain Alfred Hingerty.
Gunner James A. Lilleston.
Carpenter C. W. Babbitt.
Sailmaker A. A. Warren.

ORDNANCE DUTY.

Capt. John R. Goldsborough.

RENDEZVOUS.

Acting Volunteer Lieut. Henry C. Keene.
Assistant Surg. E. C. Ver Meulen.
Sailmaker James R. Childs.

RECEIVING SHIP VANDALIA.

Commander E. Carrington Bowers.
Lieut. Charles S. Macdonough.
Assistant Surg. J. C. Burnett.
Acting Assistant Paymaster William H. Gilman.
Acting Master George W. Adams.
Acting Ensign James H. Barry.
Acting Ensign George W. Baker.
Acting Master's Mate William H. Yeaton.
Boatswain George C. Abbott.

MARINE GUARD.

Capt. James Lewis.
First Lieut. Henry J. Bishop.
Second Lieut. Israel H. Washburn.

CIVIL OFFICERS.

Navy Agent Thomas L. Tullock.
Naval Storekeeper M. F. Wentworth.
Naval Constructor S. M. Pook.
Civil Engineer Benjamin F. Chandler.

1866.

NAVY-YARD.

Commodore Theodorus Bailey, commandant.
Capt. Charles W. Pickering.

1866—Continued.

NAVY-YARD—continued.

Commander Napoleon B. Harrison.
Lieut. Commanders James S. Thornton and Joseph M. Bradford.
Acting Volunteer Lieut. Charles C. Ricker.
Acting Ensign J. Louis Harris.
Acting Ensign J. E. Jones.
Surg. A. L. Gihon.
Paymaster C. J. Emery.
Acting Assistant Paymaster J. Porter Loomis.
Chaplain Theodore B. Barton.
Chief Engineer William Roberts.
First Assistant Ensign O. H. Lackey.
Boatswain Andrew Milne (special duty).
Boatswain Robert Dixon.
Carpenter Daniel Jones.
Gunner Thomas R. Wilson.
Sailmaker George T. Lozier.
Capt. Theodore P. Greene (ordnance officer).
Lieut. Commander Homer C. Blake (navigation officer).

RECEIVING SHIP VANDALIA.

Lieut. Commander Jonathan Young, commanding.
Acting Volunteer Lieut. S. Nickerson.
Surg. Charles H. Burbank.
Paymaster Charles C. Upham.
Acting Ensign G. W. Baker.
Acting Ensign W. H. Jennings.
Acting Ensign T. S. Gay.
Mate William H. Yeaton.
Mate James Scully.

MARINE OFFICERS.

Lieut. Col. James H. Jones.
First Lieut. Henry J. Bishop.
First Lieut. Lyman P. French.
First Lieut. George G. Stoddard.
Second Lieut. George B. Haycock.

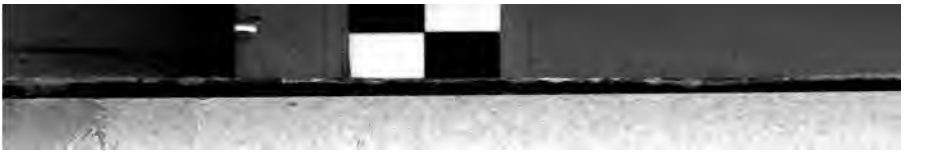
CIVIL OFFICERS.

Naval Storekeeper M. F. Wentworth.
Naval Constructor Thomas Davidson, jr.
Civil Engineer Benjamin F. Chandler.

1867.

NAVY-YARD.

Rear-Admiral Theodorus Bailey, commandant.
Capt. Charles W. Pickering.



1867—Continued.

NAVY-YARD—continued.

Commander N. B. Harrison.
Commander James S. Thornton.
Commander William G. Temple (ordnance officer).
Commander Homer C. Blake (navigation officer).
Lieut. Commander Charles A. Babcock.
Acting Ensign J. Louis Babcock.
Paymaster A. H. Gilman.
Acting Assistant Paymaster J. Porter Loomis.
Surg. A. L. Gihon.
Chaplain Theodore B. Barton.
Chief Engineer William Roberts.
First Assistant Engineer Oscar H. Lackey.
Second Assistant Engineer Haviland Barstow.
Third Assistant Engineer Gates McAlister.
Boatswain Robert Dixon.
Boatswain Andrew Milne (special duty).
Gunner Thomas R. Wilson.
Gunner Thomas H. Fortune (special duty).
Carpenter Daniel Jones.
Sailmaker George T. Lozier.

RECEIVING SHIP VANDALIA.

Lieut. Commander Jonathan Young.
Acting Master C. W. Adams.
Acting Ensign G. W. Baker.
Acting Ensign W. H. Jennings.
Acting Ensign J. E. Jones.
Mate William H. Yeaton.
Mate John Swanson.
Surg. Charles H. Burbank.
Paymaster Benjamin J. Cahoone.

MARINE OFFICERS.

Lieut. Col. James H. Jones.
Capt. John Schermerhorn.
Capt. R. W. Huntington.
First Lieut. Lyman P. French.
Second Lieut. I. H. Washburne, jr.

CIVIL OFFICERS.

Naval Constructor Thomas Davidson, jr.
Assistant Naval Constructor Samuel H. Pook.
Naval Storekeeper Andrew J. Stimson.
Naval Storekeeper W. C. West.

1868.

NAVY-YARD.

Commodore Joseph Lanman, commandant.
Capt. John Guest.
Commander N. B. Harrison.
Commander William C. West (special).
Lieut. Commander Charles A. Babcock.
Acting Ensign J. Louis Harris.
Chief Engineer William Roberts.
Chief Engineer J. W. Whittaker (special).
First Assistant Engineer S. L. P. Ayres.
First Assistant Engineer O. H. Lackey.
Second Assistant Engineer T. L. Vanderslice.
Surg. Albert C. Gorgas.
Paymaster A. H. Gilman.
Assistant Paymaster J. Porter Loomis.
Chaplain Theodore B. Barton.
Naval Constructor Thomas Davidson, jr.
Assistant Naval Constructor Samuel H. Pook.
Boatswain Andrew Milne (special).
Boatswain (acting) William B. Burke.
Gunner Thomas R. Wilson.
Gunner Thomas H. Fortune (special).
Carpenter Daniel Jones.
Sailmaker George T. Lozier.

ORDNANCE.

Commander William G. Temple.
Midshipman M. R. S. Mackenzie.
Midshipman Asa Walker.

NAVIGATION.

Commander Homer C. Blake.

RECEIVING SHIP VANDALIA.

Commander Edward C. Grafton.
Acting Master Charles W. Adams.
Acting Ensign J. E. Jones.
Acting Ensign John Denett.
Acting Ensign Charles Wilson.
Mate John Swanson.
Mate E. T. Dexter.
Surg. J. H. Clark.
Paymaster B. H. Cahoone.

MARINE OFFICERS.

Maj. Thomas Y. Field.
First Lieut. Henry J. Bishop.
First Lieut. Lyman P. French.
First Lieut. Israel H. Washburn, jr.

1869.

NAVY-YARD.

Rear-Admiral Joseph Lanman, commandant.
Capt. John Guest.
Commander C. H. Wells.
Commander O. C. Badger.
Commander William G. Temple (ordnance).
Commander E. Y. McCauley (navigation).
Lieut. Commander C. C. Carpenter.
Surg. A. C. Gorgas.
Pay Master A. H. Gilman.
Assistant Paymaster H. T. Stancliff.
Chaplain W. O. Holway.
Chief Engineer D. B. Macomb.
Chief Engineer William B. Brooks (special.)
First Assistant Engineer S. L. P. Ayres.
Second Assistant Engineer J. B. Upham.
Naval Constructor Isaiah Hanscom.
Boatswain J. K. Bartlett.
Gunner Thomas Robinson.
Gunner Thomas H. Fortune (special).
Carpenter William M. Laighton.

RECEIVING SHIP VANDALIA.

Commander W. W. Low.
Lieut. Commander G. K. Haswall.
Lieut. Commander C. E. Clark.
Master J. A. Vaughan.
Ensign W. J. Moore.
Mate J. Swanson.
Surg. J. H. Clark.
Paymaster C. P. Wallack.
Carpenter Amos Chick.

MARINE OFFICERS.

Capt. James H. Lewis.
Capt. George Butler (bvt. maj.).
Capt. J. H. Higbee (bvt. maj.).
First Lieut. H. J. Bishop.

1870.

NAVY-YARD.

Rear Admiral Henry K. Thatcher, port admiral.
Commodore John A. Winslow, commandant.
Capt. Donald McN. Fairfax, executive officer.
Commander Clark H. Wells (ordnance *duty).*
Commander E. Y. McCauley (navigation duty).

1870—Continued.

NAVY-YARD—continued.

Commander O. C. Badger (equipment duty).
Commander C. C. Carpenter (general inspection).
Lieut. Commander A. F. Crossman.
Surg. Albert C. Gorgas.
Paymaster Charles F. Guild.
Paymaster A. E. Watson (inspector provisions and clothing).
Chaplain James J. Kane.
Chief Engineer D. B. Macomb.
Chief Engineer John W. Moore.
First Assistant Engineer S. L. P. Ayres.
First Assistant Engineer N. P. Towne.
Second Assistant Engineer J. B. Upham.
Naval Constructor Samuel Pook.
Assistant Naval Constructor William H. Varney.
Civil Engineer Benjamin F. Chandler.
Boatswain John K. Bartlett.
Gunner A. F. Thomson.
Carpenter William M. Leighton.
Sailmaker A. A. Warren.
Paymaster Edwin Putnam (purchasing and disbursing).

MARINE BARRACKS.

Maj. James Lewis.
First Lieut. Israel H. Washburn.
First Lieut. George B. Washburn.
Second Lieut. Arthur L. Watson.

RECEIVING SHIP VANDALIA.

Commander W. W. Low.
Mate E. E. Bradbury.
Mate P. J. Corbett.
Surg. J. H. Clark.
Paymaster C. P. Wallack.
Carpenter Amos Chick.

1871.

NAVY-YARD.

Commodore A. M. Pennock, commandant.
Capt. Donald McN. Fairfax, executive officer.
Commander James S. Thornton, navigation officer.
Commander J. C. P. De Kraft, equipment officer.
Commander Jonathan Young, ordnance officer.
Commander C. C. Carpenter.
Lieut. Commander M. L. Johnson.

1871—Continued.

NAVY-YARD—continued.

Mate E. E. Bradbury.
Mate John Swanson.
Mate John Vennard.
Surg. Thomas N. Leach.
Paymaster Charles F. Guild.
Assistant Paymaster Zachary T. Brown.
Paymaster J. G. Harris, inspector provisions and clothing.
Paymaster Edwin Putnam, disbursing and purchasing.
Chief Engineer John W. Moore.
First Assistant Engineer Nathan P. Towne.
First Assistant Engineer Joseph B. Upham.
Naval Constructor John W. Easby.
Assistant Naval Constructor Philip Hichborn.
Civil Engineer Benjamin F. Chandler.
Boatswain John K. Bartlett.
Gunner A. F. Thomson.
Gunner James A. Lilleston.
Carpenter William M. Laighton.
Sailmaker A. A. Warren.

MARINE BARRACKS.

Maj. James Lewis.
Capt. John Schermerhorn.
Second Lieut. Benjamin F. Russell.

RECEIVING SHIP VANDALIA.

Commander O. F. Stanton.
Lieut. Commander G. K. Haswell.
Lieut. George R. Durand.
Mate Lott Norton.
Mate Thomas Mooney.
Mate Thomas Gamman.
Surg. Thomas Hiland.
Paymaster W. W. Williams.

1872.

NAVY-YARD.

Commodore Alexander M. Pennock, commandant.
Capt. Donald McN. Fairfax, executive officer.
Commander James S. Thornton, navigation officer.
Commander J. C. P. De Kraft, equipment officer.
Commander Jonathan Young, ordnance officer.

1872—Continued.

NAVY-YARD—continued.

Lieut. Commander R. S. McCook.
Lieut. Commander John H. Rowland.
Lieut. C. M. Anthony.
Lieut. William H. Parker.
Mate John Swanson.
Mate John Vennard.
Surg. Thomas W. Leach.
Pay Inspector W. W. Williams.
Assistant Paymaster Z. T. Brown.
Pay Director Charles W. Abbott, inspector provisions and clothing.
Paymaster Edwin Putnam, purchasing and disbursing.
Chief Engineer John W. Moore.
Chief Engineer Thomas Williamson, inspector machinery afloat.
First Assistant Engineer Nathan P. Towne.
First Assistant Engineer Joseph B. Upham.
Naval Constructor Thomas E. Webb.
Assistant Naval Constructor Philip Hichborn.
Civil Engineer Benjamin F. Chandler.
Boatswain John McCaffery.
Gunner Thomas R. Wilson.
Gunner James A. Lilleston, ordnance.
Carpenter Joseph E. Cox.
Carpenter William M. Laighton, equipment.

MARINE BARRACKS.

Maj. James Lewis.
First Lieut. George B. Haycock.
Second Lieut. George Frank Elliott.
Second Lieut. F. P. Ela.

RECEIVING SHIP VANDALIA.

Commander S. Livingston Breese.
Lieut. Commander Horace Elmer.
Master E. E. Bradbury.
Mate Hugh Kuhl.
Mate Lott Norton.
Mate Thomas Mooney.
Surg. W. M. King.
Paymaster R. W. Allen.
Assistant Paymaster George A. Deering.
Boatswain Frank Butland.

1873.

NAVY-YARD.

Commodore John C. Howell, commandant.
Capt. Earl English, executive officer.

1873—Continued.

NAVY-YARD—continued.

Capt. James S. Thornton, navigation officer.
Commander C. C. Carpenter, equipment officer.
Commander Robert F. Bradford, ordnance officer.
Commander Thomas H. Eastman, equipment duty.
Lieut. Commander R. S. McCook (equipment duty).
Lieut. John F. Merry.
Mate John Swanson.
Mate John Vennard.
Surg. Frederick E. Potter.
Pay Inspector W. W. Williams.
Pay Director C. W. Abbot (inspector provisions and clothing).
Pay Inspector Charles H. Eldredge (purchasing and disbursing).
Assistant Paymaster Z. T. Brown.
Chief Engineer Thomas Williamson.
First Assistant Engineer R. F. Bennett.
Second Assistant Engineer James A. Deaver.
Naval Constructor Thomas E. Webb.
Assistant Naval Constructor Philip Hichborn.
Civil Engineer Benjamin F. Chandler.
Boatswain John McCaffery.
Gunner Thomas R. Wilson.
Carpenter William M. Laighton (equipment).
Carpenter Joseph E. Cox.

MARINE BARRACKS.

Capt. Philip R. Tendall.
First Lieut. Louis E. Fagan.
First Lieut. Frank A. Mullany.
Second Lieut. David Whipple.

RECEIVING SHIP SABINE.

Commander S. Livingston Breese.
Lieut. Commander Merrill Miller.
Lieut. Thomas M. Gardner.
Master Edward E. Bradbury.
Mate Hugh Kuhl.
Mate Harry H. Johnson.
Surg. Somerset Robinson.
Assistant Surg. James W. Buell.
Passed Assistant Paymaster Rufus S. McConnell.
Assistant Paymaster George A. Deering.

1873—Continued.

RECEIVING SHIP SABINE—continued.

Boatswain William Jones.
Carpenter Augustus O. Goodsoe.
Sailmaker Stephen Seaman.

1874.

NAVY-YARD.

Commodore John C. Howell, commandant.
Capt. Earl English, executive officer.
Commander C. C. Carpenter, equipment officer.
Commander Robert F. Bradford, navigation officer.
Commander Thomas H. Eastman, equipment duty.
Commander R. S. McCook, ordnance duty.
Lieut. Commander Charles H. Rockwell.
Lieut. Commander Thomas M. Gardner, navigation.
Mate John L. Vennard.
Surg. Frederick E. Potter.
Pay Director C. W. Abbot (inspector provisions and clothing).
Pay Inspector C. H. Eldridge (purchasing and disbursing).
Paymaster Rufus Parks.
Chief Engineer Thomas Williamson.
Chief Engineer D. B. Macomb (inspector machinery afloat).
Naval Constructor Thomas E. Webb.
Assistant Naval Constructor Philip Hichborn.
Civil Engineer Benjamin F. Chandler.
Gunner Thomas H. Fortune.
Carpenter Leonard Hanscom.
Sailmaker Stephen Seamen (equipment duty).
Capt. of Marines Philip R. Tendall.
Capt. of Marines John H. Higbee.

RECEIVING SHIP SABINE.

Commander John Irwin.
Lieut. Commander M. L. Johnson.
Mate Hugh Kuhl.
Acting Asst. Surg. J. E. Miller.
Paymaster Rufus S. McConnell.
Boatswain William Jones.
Carpenter E. D. Hall.

1875.

Commodore Andrew Bryson, commandant.
Capt. Jonathan Young, captain of the yard.

1875—Continued.

Commander C. C. Carpenter.
Commander R. F. Bradford, navigation officer.
Commander Thomas H. Eastman, assistant to navigation officer.
Lieut. Commander Charles S. Cotton.
Mate John L. Vennard.
Medical Director Samuel F. Coes.
Paymaster Ambrose J. Clark.
Paymaster Charles F. Guild, inspector of provision and clothing.
Pay Inspector Charles H. Eldridge, purchasing and disbursing.
Chaplain George D. Henderson.
Chief Engineer D. B. Macomb.
Chief Engineer George D. Emmons.
Passed Assistant Engineer John P. Kelly.
Naval Constructor Theodore D. Wilson.
Assistant Naval Constructor Philip Hichborn.
Civil Engineer Benjamin F. Chandler.
Boatswain Isaac T. Choate.
Boatswain Joseph McDonald, equipment.
Gunner Thomas R. Wilson.
Gunner Thomas H. Fortune.
Carpenter Leonard Hanscom.
Sailmaker Stephen Seaman.
Capt. of Marines John H. Higbee.
Capt. of Marines Robert W. Huntington.
First Lieut. of Marines Arthur L. Watson.
Second Lieut. Marines Benjamin R. Russell.

RECEIVING SHIP SABINE.

Commander John Irwin.
Lieut. Commander Francis A. Cook.
Lieut. William W. Rhoades.
Mate Lewis F. Strout.
Passed Assistant Surg. George F. Winslow.
Assistant Surg. Homer L. Law.
Paymaster George H. Griffing.
First Lieut. of Marines Israel H. Washburne.
Boatswain Francis Butland.
Gunner George L. Albro.
Sailmaker Augustus A. Warren.

1876.

NAVY-YARD.

Commodore Andrew Bryson, commandant.
Capt. Jonathan Young, captain of the yard.

1876—Continued.

NAVY-YARD—continued.

Commander Henry Erben, senior aid.
Commander Sullivan D. Ames, ordnance and navigation officer.
Lieut. Commander Charles S. Cotton.
Lieut. Charles M. Anthony.
Mate John L. Vennard.
Surg. C. J. Cleborne.
Paymaster Charles F. Guild, inspector of provisions, etc.
Paymaster Ambrose J. Clark, purchasing and disbursing paymaster.
Paymaster Edwin Putnam.
Chaplain George W. Smith.
Chief Engineer David B. Macomb.
Chief Engineer George D. Emmons, in charge of stores.
Passed Assistant Engineers John Q. A. Ford and J. P. Kelly.
Naval Constructor Theodore D. Wilson.
Civil Engineer Benjamin F. Chandler.
Boatswain Isaac T. Choate.
Gunner Thomas R. Wilson.
Gunner Thomas H. Fortune, naval magazine.
Major of Marines Thomas Y. Field.
Captain of Marines John H. Higbee.
Second Lieut. of Marines Benjamin R. Russell.
Second Lieut. of Marines David Whipple.

TUG SPEEDWELL.

Lieut. Thomas M. Gardner, commanding.
Mate Hugh Kuhl.

RECEIVING SHIP SABINE.

Commander Arthur R. Yates, commanding.
Lieut. Commander Francis A. Cook.
Lieut. William W. Rhoades.
Lieut. Andrew Dunlap.
Lieut. Francis H. Delano.
Surg. Fred. M. Dearborne.
Passed Assistant Surg. Homer L. Law.
Paymaster George H. Griffing.

1877.

NAVY-YARD.

Capt. Earl English, commandant.
Commander Henry Erben, equipment officer.
Lieut. Commander Edwin M. Shepard, ordnance officer.

1877—Continued.

NAVY-YARD—continued.

Lieut. Commander Benjamin P. Lamberton.
Mate John L. Vennard.
Surg. C. J. Cleborne.
Paymaster Charles F. Guild, inspector of provisions, etc.
Paymaster Edwin Putnam.
Chief Engineer David B. Macomb.
Chief Engineer Thom Williamson, in charge of stores.
Passed Assistant Engineer Sidney L. Smith.
Passed Assistant Engineer John Q. A. Ford.

1877—Continued.

NAVY-YARD—continued.

Naval Constructor Theodore D. Wilson.
Civil Engineer B. F. Chandler.
Boatswain Isaac T. Choate.
Gunner Andrew Harman.
Carpenter Leonard Hanscom.

MARINE BARRACKS.

Lieut. Col. Thomas Y. Field.
Capt. John H. Higbee.
First Lieut. George B. Haycock.
First Lieut. Frank D. Webster.
Second Lieut. David Whipple.

Table showing the number of mechanics and laborers employed in the Portsmouth (N. H. navy-yard on the first day of each month from 1827 to 1876, inclusive.

Year.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Remarks.
1827	24	22	40	88	98	126	149	120	99	113	109	91	
1828	109	99	14	24	78	113	119	113	89	50	46	37	
1829	21	8	8	6	12	10	18	11	4	5	5	5	Yardmen additional.
1830	5	4	5	7	38	17	6	6	16	44	33	7	Do.
1831	6	6	6	7	8	17	28	42	57	39	48	26	Do.
1832	13	14	12	24	27	54	63	82	74	43	62	44	Do.
1833	8	14	14	33	63	56	72	102	82	85	72	16	Do.
1834	6	6	5	10	71	86	77	69	60	45	49	18	Do.
1835	10	10	10	16	85	112	133	113	105	95	96	37	Do.
1836	34	10	70	53	58	51	63	81	137	134	122	77	Do.
1837	24	36	25	35	80	98	99	143	151	138	148	108	Do.
1838	10	8	9	10	34	48	66	66	38	72	74	106	Do.
1839	85	120	153	160	207	194	213	166	231	288	191	138	Do.
1840	100	118	84	141	150	151	172	163	58	37	46	31	Do.
1841	9	21	20	136	186	277	271	250	251	269	200	141	Do.
1842	110	160	236	310	340	303	160	208	154	135	110	25	Do.
1843	32	46	32	155	111	200	251	325	356	344	61	33	Do.
1844	20	12	8	15	46	78	142	165	156	56	41	16	Do.
1845	16	15	14	7	29	35	26	22	18	15	13	5	Do.
1846	9	12	10	9	9	18	9	4	14	29	20	13	Do.
1847	7	3	3	3	23	15	60	83	140	149	111	134	Do.
1848	133	122	87	101	164	117	119	146	179	142	221	183	Do.
1849	81	74	61	110	140	149	198	207	119	243	243	170	Do.
1850	142	101	45	26	64	165	187	178	136	98	62	55	19 ordinary men additional.
1851	45	19	30	30	23	103	113	115	86	129	83	47	Do.
1852	25	30	29	33	79	141	104	112	107	85	29	124	Do.
1853	39	54	52	58	78	67	179	210	235	150	129	100	Do.
1854	56	60	68	64	120	254	273	235	322	409	559	470	Do.
1855	556	463	356	248	322	342	314	335	399	191	354	310	Do.
1856	312	233	203	255	290	309	286	237	244	208	314	286	Do.
1857	205	150	121	205	284	462	510	399	501	264	633	551	Do.
1858	523	496	399	414	504	476	476	540	765	775	753	559	Do.
1859	518	534	308	301	338	302	337	267	279	299	356	335	Do.
1860	191	241	144	161	155	118	265	182	135	297	243	350	Do.
1861	140	90	82	85	820	654	812	1,261	1,338	1,548	1,807	1,668	Do.
1862	1,640	1,518	1,152	1,432	808	746	715	964	887	1,253	1,370	1,432	Do.
1863	1,695	1,808	1,680	1,465	1,315	1,388	1,314	1,154	1,068	1,458	1,598	1,582	Do.
1864	1,732	1,611	1,679	1,406	1,407	1,593	1,454	1,707	1,831	1,982	2,269	2,524	Do.
1865	2,034	2,285	2,340	2,297	2,455	1,546	1,414	1,702	1,723	1,739	1,593	1,208	Do.
1866	1,137	1,098	1,051	861	909	889	864	784	723	806	755	634	Do.
1867	870	654	712	707	750	944	954	1,013	1,180	1,086	1,367	1,487	Do.
1868	1,161	924	846	644	626	704	724	603	496	532	521	582	Do.
1869	502	331	312	453	488	656	432	1,254	1,551	1,651	1,581	832	Do.
1870	782	239	899	591	531	545	563	959	1,149	1,086	1,047	710	Do.
1871	679	706	1,035	724	670	688	623	606	608	629	715	677	Do.
1872	691	734	892	824	578	589	680	961	1,291	1,308	1,270	628	Do.
1873	572	489	479	567	593	737	789	915	1,013	1,127	841	817	Do.
1874	1,094	1,169	1,337	666	573	566	459	650	995	549	280	242	Do.
1875	*238*	*251*	*254*	*266*	*257*	*279*	*324*	*348*	*741*	*655*	*679*	*709*	Do.
1876	*261*	*134*	*145*	*142*	*151*	*175*	*71*	*195*					Do.

When the first day of the month occurs on Sunday then the second is tabled, or the last day of the month.

May 5, 1865, the total number of mechanics and laborers employed was 2,563, the largest number at any one time at work in the yard.

Table showing the annual appropriations and expenditures for improvements of the United States navy-yard, Portsmouth, N. H., from 1800 to 1877, for "pay of superintendents or civil establishment," from 1832, and contingent or maintenance, under the cognizance of the Bureau of Yards and Docks, since October 1, 1842.

Date.		Pay of superintendent or civil establishment.	Improvements and repairs.		Contingent or maintenance.
			Appropriations.	Expenditures.	
1800	June 12, cost of navy-yard island		$5,500.00	$5,500.00	
1801	Oct. 1, buildings and improvements		26,304.00	26,304.00	
1818	Building over wharf		900.00	900.00	
1819	Walling and filling in wharf at southwest end of shiphouse No. 1		2,920.00	2,920.00	
1821–'22	Shiphouse No. 2, slip and wharf, etc		19,931.42	19,931.42	
1823–'24	Brick store		5,133.20	5,133.20	
1826	Bridge from navy-yard to Kittery		2,373.00	2,373.00	
1826–'28	Quarters for warrant officers, etc		6,490.00	6,490.00	
1830	Timber shed		9,346.65	9,346.65	
1831	Ending Sept. 30	$4,400.00	16,439.76	16,439.76	
1832	do	4,950.00	41,134.00	35,099.83	
1833	do	4,350.00	21,524.00	33,441.05	
1834	do	4,350.00	40,700.00	27,279.71	
1835	do	4,450.00	39,925.00	24,897.51	
1836	do	5,600.00	67,000.00	18,880.17	
1837	do	5,600.00	47,700.00	110,040.14	
1838	do	5,600.00	20,000.00	28,164.31	
1839	do	6,350.00	30,000.00	38,114.58	
1840	do	7,400.00	20,000.00	16,871.75	
1841	do	7,400.00	25,000.00	36,992.73	
1842	do	7,650.00	47,425.00	20,494.07	
1842–'43	From Oct. 1, 1842, to June 30, 1843	5,721.73	15,510.40	43,325.36	$9,418.33
1843–'44	Ending June 30	5,721.75	24,900.76	32,369.47	14,332.79
1844–'45	do	7,653.77	24,800.00	21,468.33	8,282.50
1845–'46	do	7,649.99	13,391.00	11,269.80	3,301.63
1846–'47	do	7,049.99	8,837.50	9,700.20	3,365.64
1847–'48	do	7,606.15	[1]81,528.00	32,126.36	13,618.20
1848–'49	do	7,652.46	[2]183,884.33	109,089.44	12,789.10
1849–'50	do	7,653.87	[3]254,620.53	302,821.00	15,755.52
1850–'51	do	7,899.99	[4]331,673.00	204,825.10	10,218.19
1851–'52	do	9,539.98	31,673.00	130,938.85	13,132.13
1852–'53	do	9,611.71	35,041.23	181,171.19	18,708.79
1853–'54	do	9,430.13	56,007.85	72,283.51	20,324.25
1854–'55	do	11,192.55	63,550.00	63,253.77	26,760.75
1855–'56	do	12,056.50	58,258.00	41,873.21	28,428.69
1856–'57	do	12,046.00	118,200.00	47,651.73	17,001.11
1857–'58	do	11,761.33	128,645.00	122,343.14	38,096.91
1858–'59	do	13,106.00	98,815.00	42,267.64	
1859–'60	do	12,806.00	57,497.00	42,699.28	
1860–'61	do	13,106.00	[5]0,000.00	13,615.47	
1861–'62	do	13,106.00	30,000.00	21,617.35	
1862–'63	do	13,106.00	242,032.00	103,697.58	
1863–'64	do	13,106.00	134,362.00	33,793.05	
1864–'65	do	13,850.00	151,935.00	202,852.92	
1865–'66	do	13,850.00	316,250.00	250,422.18	
1866–'67	do	14,550.00	[5]304,989.00	227,559.16	
1867–'68	do	17,600.00	67,000.00	89,032.12	
1868–'69	do	15,317.00	50,000.00	58,289.02	
1869–'70	do	15,678.00	50,000.00	88,386.49	
1870–'71	do	16,039.00	50,000.00	54,373.80	
1871–'72	do	11,400.00	75,000.00	77,214.59	
1872–'73	do		159,200.00	164,383.32	
1873–'74	do	4,399.93	[6]113,500.00	109,997.91	87,890.34
1874–'75	do	4,839.49	[7]19,000.00	24,779.71	70,907.40
1875–'76	do	5,000.00	[8]31,200.00	20,546.66	72,956.41
1876–'77	do				

[1] $50,000 included for dock.

[2] $133,333.33 included for dock.

[3] $200,000 included for dock.

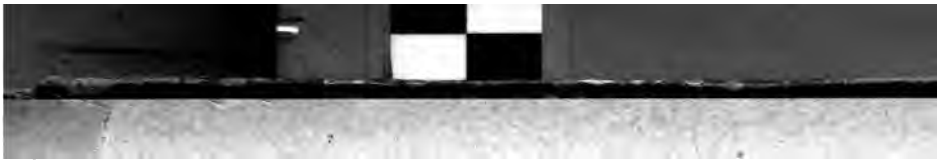
[4] $300,000 included for dock.

[5] $105,000 *included for* Seaveys Island.

[6] $20,000 included for gas works.

[7] Allotted by bureau and not especially appropriated, the appropriation being general for all the yards.

[8] Allotted and not appropriated.



II.

COPY OF THE PROCEEDINGS OF A BOARD APPOINTED TO EXAMINE SEAVEYS ISLAND AND ITS SURROUNDINGS, AT PORTSMOUTH, N. H.,

AND

TO PREPARE PLANS FOR THE USE OF THE SEVERAL BUREAUS OF THE NAVY DEPARTMENT.

JULY, 1867.

No. 57.] NAVY-YARD, PORTSMOUTH, N. H.,
Commandant's Office, August 19, 1867.

SIR: I herewith forward the report (accompanied by a plan) of the board representing the several bureaus of the Navy Department and the Marine Corps, appointed under the instructions of the bureau in its letters of June 22 and July 1 last, Nos. 52 and 54, to examine Seaveys Island and its surroundings, etc.

Very respectfully, your obedient servant,

T. BAILEY,
Rear-Admiral, Commandant.

Rear-Admiral JOS. SMITH,
Chief of Bureau of Yards and Docks, Washington, D. C.

No. 52.] NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,
Washington, D. C., June 22, 1867.

SIR: You will please appoint a board consisting of the following persons, representing the several Bureaus of the Navy Department, to examine Seaveys Island and its surroundings, with its water advantages, and determine the quantity and location of landings and wharfage and of land best adapted to be allotted for the use of each bureau, with the number, size, and location of the buildings required for each. Also to prepare the plans for such improvements as it may be desirable to estimate for in the next annual report.

B. F. Chandler, esq., for Bureau of Yards and Docks; Constructor Thomas Davidson, for Bureau of Construction and Repairs; Chief Engineer Wm. Roberts, for Bureau of Steam Engineering; Commander H. C. Blake, for Bureau of Navigation; Commander Jas. S. Thornton, for Bureau of Equipment and Recruit: Commander Wm. G. Temple, for Bureau of Ordnance; Paymaster A. H. Gilman, for Bureau of Provisions and Clothing; Surg. A. L. Gihon, for Bureau of Medicine and Surgery.

Mr. Chandler will be ordered to report to you for this duty on Monday, July 1, proximo.

Respectfully, your obedient servant,

JOHN LENTHALL,
For Chief of Bureau.

Rear-Admiral T. BAILEY, U. S. N.,
Commanding Navy-Yard, Portsmouth, N. H.

NAVY-YARD, PORTSMOUTH, N. H.,
Commandant's Office, June 27, 1867.

GENTLEMEN: In accordance with the instructions of the Bureau of Yards and Docks contained in its order of the 22d instant No. 52, a copy of which is herewith furnished for your information, you are hereby appointed a board representing the several Bureaus of the Navy Department to examine Seaveys Island and its surroundings, with its water advantages, and determine the quantity and location of landings and

wharfage, and of land best adapted to be allotted for the use of each Bureau, with the number, size, and location of the buildings required for each; also to prepare the plans of such improvement as it may be desirable to estimate for in the next annual report.

Respectfully, etc.,

T. BAILEY,
Rear-Admiral, Commandant.

To Commander W. G. Temple, Commander H. C. Blake, Paymaster A. H. Gilman, Commander J. S. Thornton, Surg. A. L. Gihon, Chief Engineer W. Roberts, Naval Constructor T. Davidson, jr., B. F. Chandler, esq.

NAVY-YARD, PORTSMOUTH, *July 1, 1867.*

In obedience to the order of the Bureau of Yards and Docks dated June 23, and the commandant of the Portsmouth Navy-Yard dated June 27, the board as designated assembled and organized. All the members present, and the order convening the board was read.

The senior member stated to the board that he had written to the Department, asking whether the board were authorized to discuss the future arrangement of the Navy-Yard Island in connection with that of Seaveys Island, or whether they were to assume that each bureau would retain what they already held and only take from Seaveys Island the additional room needed, and that no answer had yet been received.

An unfinished chart of the two islands was produced, and a free and informal discussion was had for some time, when the board was adjourned until 10 a. m. on Friday, the 5th day of July, in order to have the chart completed and to get an answer to the letter above mentioned.

FRIDAY, JULY 5, 1867.

The board met agreeably to adjournment. All the members present; proceedings of the meeting of July 1 were read.

Paymaster Gilman presented a copy of instructions (marked A) furnished him from the Bureau of Provisions and Clothing, which was read and placed on file.

A communication from chief of Bureau of Yards and Docks, of July 1 (marked B), informed the board that a marine officer was ordered to be attached to the board. Also a reply (marked C) to the letter asking instructions as to embracing Navy-Yard Island in the deliberations of the board was received. Both these communications were read and placed on file. With a view of examining the grounds and delay until the Board should be full, according to instructions, and possessing a complete plan of the islands, the board was adjourned until Monday morning at 10:30 o'clock, the 8th instant.

MONDAY, *July 8, 1867.*

The board met according to adjournment. The records of the last meeting were read. Maj. W. B. Slack, of the Marine Corps, appeared and took his seat. The copy of his order is herewith appended. All present. A communication, addressed to Commander Temple (marked D), instructing him as to the wants of the Ordnance Department, was presented by that officer, read, and placed on file.

Communications from chief of Bureau of Equipment and Recruiting (marked E), addressed to Commander Thornton, were by him presented, read, and placed on file. The plans not being completed, the board adjourned, to meet Thursday, the 11th instant, at 10:30 a. m.

THURSDAY, JULY 11, 1867.

The board met according to adjournment.

The records of the last meeting were read. All the members present. On motion it was voted: That, preparatory to apportioning area to different departments, the extent of water front of the whole navy-yard territory be definitely ascertained and the form of the islands be delineated. On motion it was unanimously voted that it is the opinion of the board that the creek dividing the two islands be filled, leaving a passage way 10 feet in width, the passage way laid in masonry and arched or otherwise covered in a substantial manner. The plans not having been finished the board was adjourned to Monday, the 15th instant, at 10:30 o'clock a. m.

MONDAY, JULY 15, 1867.

The board met pursuant to adjournment. Present all the members except Chief Engineer Roberts, absent on duty, and B. F. Chandler, absent on account of sickness in his family. The chart of the islands was presented and free and informal discussion was had for two hours, when the board adjourned to meet on Friday, the 19th, at 10:30 a. m.

FRIDAY, JULY 19, 1867.

The board met pursuant to adjournment. Present all the members except Mr. Chandler, absent on account of death in his family. The board received, had read to them, and placed on file two communications from Admiral Bailey, hereunto appended, and marked F and G. The board then adjourned to meet on Monday, the 22d, at 10:30 a. m.

MONDAY, JULY 22, 1867.

The board met agreeably to adjournment. All the members present.

The plan of the island was laid before the board and an examination and discussion were had. Constructor Davidson submitted a proposition that the whole of Navy-Yard Island be assigned to the Bureau of Construction. Commander Temple proposed to amend by adding "except the buildings and grounds occupied now by the commandant, executive officer, commander, surgeon, paymaster, and lieutenant commander, to be under the charge of the proper bureau."

The amendment was unanimously accepted. Commander Thornton further proposed to amend by adding "except also sufficient space for a building for a rigging loft, to be under the charge of the Bureau of Equipment." Pending the question the board was adjourned to Tuesday, the 23d, at 9:30 a. m.

TUESDAY, JULY 23, 1867.

Board met according to adjournment. All members present. The record was read. Commander Thornton's amendment was adopted.

The following amendment was also unanimously adopted:

"Except also sufficient space for stables for cattle used exclusively for construction, and sheds for preservation of timber, wheels, trucks, etc., to be under the charge of Bureau of Yards and Docks."

Commodore Temple proposed as a further amendment to except the grounds and buildings now occupied by ordnance (omitting the magazine and its surroundings) together with so much of the eastern end of the island as is inclosed in the following boundaries, viz: By the dividing line between the commissioned and warrant officers' quarters to the depth of 300 feet from the street in front, and thence by a line at right angles with this dividing line to the water, all which shall belong to ordnance.

A vote being taken on this amendment, the members all voted nay, except Commander Temple, who voted yea.

The original proposition of Constructor Davidson, as amended, was then unanimously adopted.

Voted, That the eastern end of the channel way between Navy-Yard Island and Seavey's Island be appropriated for a timber dock.

Voted, That the boundary of the western end of the Navy-Yard Island be extended, as shown on the plan, to deep water, including Pumpkin Island, so called, thereby securing a site for a permanent double dry dock.

Voted, That both islands be divided by an avenue 80 feet wide, running north and south, its eastern boundary nearly continuous with the western side of the present ordnance timber shed, as shown upon the plan.

Voted, That a portion of Seaveys Island, lying next south of Navy-Yard Island and west of the avenue, be assigned to Steam Engineering; said tract to extend to Point A on the avenue; thence to B on the line of sea wall, as projected on the plan.

Voted, That the territory lying south of that portion of land assigned to Steam Engineering, and west of the avenue, be assigned to Equipment Bureau, together with the lot on the east side of the island inclosed in the lines marked D, E, F, H, I, and J.

Voted, That an avenue be projected eastward of and parallel with the main avenue, 600 feet therefrom, and to be 60 feet in width.

Commander Temple proposed to assign to the Bureau of Ordnance the area within the limits inclosed by the parallel avenues (1,000 feet in length) and marked GUNS, the southern boundary being continuous with that of steam engineering.

Adjourned to Wednesday, 24th.

WEDNESDAY, JULY 24, 1867.

Board met agreeably to adjournment, all the members present. Record of last session read.

The proposition of Commander Temple, submitted at the last meeting, was unanimously adopted.

Commander Temple proposed that the Board recommend the purchase of some suitable site on the river, and removed from the yard, for a magazine. The proposition was unanimously adopted.

Paymaster Gilman proposed to open an avenue across Seaveys Island, 60 feet in width, at right angles with the main avenue, the north side to be the south boundary of the tracts assigned to Steam Engineering and Ordnance. This proposition was unanimously adopted.

Maj. Slack proposed that the space on Seaveys Island bounded on the west by the main avenue and on the north by the avenue bounding the south side of Ordnance Tract, and 600 feet in width and extending to the river, be set apart for the use of the Marine Corps. Unanimously adopted.

Paymaster Gilman proposed to assign to Bureau of Provisions and Clothing the area easterly of that assigned to Marine Corps, and extending to the water, and bounded on the west and north by the avenue.

Surg. Gihon proposed to amend by assigning to the Bureau of Medicine and Surgery for a general hospital and for purposes connected therewith all that part of Seaveys Island known as the Abram Lot, and numbered 23 on the original plan, and limited north and east by the projected avenues.

On the amendment all the members voted in the negative except Surg. Gihon, who voted in the affirmative.

The proposition of Paymaster Gilman was then acted upon, all the members of the Board voting in the affirmative except Surg. Gihon, who voted in the negative.

Commander Temple proposed recommending the purchase of some suitable site outside the limits of the yard for a general hospital. On this proposition all the members voted in the affirmative except Surg. Gihon, who voted in the negative.

Surg. Gihon proposed that a space 300 feet square, bounded on the south by the avenue which is the south boundary of Steam Engineering and Ordnance premises,

and on the west by the avenue which is the limit of Ordnance Tract, be assigned to the Bureau of Medicine and Surgery for a dispensary, storehouse, apothecaries' quarters, etc. This proposition was unanimously adopted.

Commander Blake proposed to assign to Bureau of Navigation the area on the east side of the main avenue and north of premises assigned to ordnance, and separated therefrom by an avenue 60 feet wide, said space to be 200 feet on the main avenue and extending 600 feet to the avenue on the east which bounds the premises assigned to ordnance. Unanimously adopted.

Chief Engineer Roberts proposed to locate an avenue east of the main avenue and parallel with it, 60 feet in width and 1,260 feet distant therefrom. Unanimously adopted.

Commander Temple proposed that in the location of buildings near water front the several departments shall have a space between the buildings and wharves of 100 feet for railways and teaming room for general purposes and convenience of the business of the yard. Unanimously adopted.

Adjourned to Friday, July 26, 1867.

FRIDAY, JULY 26, 1867.

Met according to adjournment, all the members present; record of last session read.

B. F. Chandler moved to reconsider the proposition submitted by Constructor Davidson on the 23d instant for the purpose of submitting an amendment. Five members voted to reconsider and four opposed.

B. F. Chandler moved to amend by adding:

"Except also the land and buildings on the north side of the island and bounded on the west by the road leading from the bridge to the saw sheds; on the south by the road leading to the stables, and on the east by the avenue leading by the ordnance-timber shed, the said avenue to be continued northerly to the water. This area to be assigned to the Bureau of Yards and Docks, together with the house and grounds now occupied by the porter of the yard and the lodge for ordinary seamen."

The members all voted in the negative except B. F. Chandler.

B. F. Chandler moved to assign to the Bureau of Yards and Docks all the lands not already apportioned, and that a chapel, graveyard, and prison for general naval use shall be located thereon.

Constructor Davidson moved to amend by adding:

"Except the lot bounded on the west by the main avenue (on Seaveys Island); on the south by an avenue adjoining the grounds assigned to the Bureau of Navigation, extending thence on said avenue easterly to the avenue bounding the east side of the grounds assigned to the Bureau of Ordnance; thence on said avenue northerly to the water, to be used for the location of quarters for the constructor, assistant constructor, and boatswain attached to the Bureau of Construction, to be under the charge of the Bureau of Construction."

Surg. Gihon moved to amend the amendment by adding:

"Except the eastern half of said lot, which shall be assigned to the Bureau of Yards and Docks."

On this amendment seven members voted in favor; Commander Temple and Constructor Davidson in the negative.

On voting on the proposition with the amendment as amended, seven members voted in the affirmative and two in the negative.

Commander Blake proposed to approve the location of the sea walls as drawn on the plan. Unanimously adopted.

Adjourned to Monday, July 29, to consider such plans as members may be prepared to submit as to the location of improvements on the grounds assigned to the several bureaus.

MONDAY, JULY 29, 1867.

Met according to adjournment, all the members present. Records of last session read; the plans so far as presented were examined.

For the purpose of maturing the plans the Board was adjourned to August 1, at 10:30 o'clock.

THURSDAY, AUGUST 1.

Board met according to adjournment, all the members present. Records of last session read.

Commander Temple submitted a plan of the grounds assigned to Bureau of Ordnance, exhibiting the location and description of improvements proposed by him to be adopted for the use of the Bureau of Ordnance. Unanimously approved.

Paymaster Gilman submitted a plan of the grounds assigned to Bureau of Provisions and Clothing, showing the location of improvements proposed for the use of that bureau; eight members in favor, Surg. Gihon opposed.

Engineer Roberts submitted a plan showing the improvements he proposed for the use of the Bureau of Steam Engineering, and located on grounds assigned to that bureau. Unanimously approved.

Maj. Slack submitted a plan of the grounds assigned to the Marine Corps, exhibiting the location of buildings for the use of his corps. Unanimously approved.

Commander Blake submitted a plan of the grounds assigned to Bureau of Navigation with the proposed improvements delineated upon it. Unanimously approved.

Commander Thornton submitted plans of the grounds assigned to Bureau of Equipment, on which were shown the location of the improvements proposed by him. Unanimously approved.

B. F. Chandler submitted a plan showing the location and description of improvements for the use of the Bureau of Yards and Docks. Unanimously approved.

Constructor Davidson submitted plans showing the location and character of the improvements which he proposes for the use of the Bureau of Construction. While these plans were under examination the board was adjourned to Friday the 2d instant, at 10 a. m.

AUGUST 2, 1867.

Board met according to adjournment. All members present. Records of last session read. The plans as submitted by Constructor Davidson were examined and by vote unanimously approved.

Surg. Gihon submitted plans of grounds assigned to Bureau of Medicine and Surgery, exhibiting the location of buildings intended for the use of that bureau, which by vote were unanimously approved.

Referring to the communication from the commandant of the yard, of July 16, 1867, inclosing one from the assistant civil engineer of July 15, Commander Temple proposed to assign a location for the timber shed asked for in the rear of the present stables and lime house, as drawn in the proposed improvements for construction, and marked A 2, which shall be used temporarily for yards and docks, and that the civil engineer shall continue in the temporary occupation of the storehouse and joiner shop as at present, until the general arrangement and proposed improvements of the yard will admit of all these buildings being permanently turned over to construction.

Unanimously adopted.

Adjourned to Tuesday, August 6, at 10 a. m.

AUGUST 6, 1867.

Board met according to adjournment. All the members present. Record of the proceedings of last meeting read.

It was unanimously voted that the board recommend the building of a substantial bridge, with stone abutments and piers and with a sufficient draw, as laid down upon *the plan, to connect the* yard with the village of Kittery, in place of the present one,

which bridge shall be capable of sustaining a railway to join with the Eastern Railway; and that the board further recommend that a system of tracks be laid down within the yard, as the most economical method of conveying material to the various points.

Surg. Gihon moved a reconsideration of the appointment of the territory on the eastern portion of Seaveys Island. The board voted unanimously to reconsider.

Surg. Gihon moved that, instead of the arrangement as now established, there be assigned to the Bureau of Medicine and Surgery all that land due east of the marine grounds and limited by the line A B C D, and to the Bureau of Provisions and Clothing all that part east and north of this line along the avenue bounding the ordnance grounds on the east, to the line E F G, and to the Bureau of Yards and Docks all that north of this latter line and otherwise unoccupied. On this motion Surg. Gihon voted in the affimative; the eight members voted in the negative.

The following was unanimously adopted:

The board are of the opinion that a complete survey should be at once made of Seaveys Island, and a system of grading and drainage be established; and that it is desirable to estimate in the next annual report for commencing the quay wall and for laying out and grading the main avenue as the initial points for further work; also for the following buildings: Machine shop, boiler shop and foundry, coal shed, receiving store and smithery for steam engineering; for machine shop, joiner's shop, smithery, and lumber shed for yards and docks; for sawmill, one ship house (over dry-dock railway), two timber sheds, iron-plating shop, mold loft (on columns), and joiner's shop for construction; also storehouse and coal sheds for equipment; for a paint shop for ordnance, to be placed in the courtyard of the present ordnance building.

The board was adjourned, subject to the call of the officer convening the board.

AUGUST 7, 1867.

By verbal order of the commandant of the yard the chairman reconvened the board. Orders detaching Maj. Slack as a member of the board were presented, a copy of which was placed on file. All members present.

Commander Temple moved to reconsider the vote of the 6th instant, in which the improvements to be asked for in the next annual report were enumerated. It was voted unanimously to reconsider.

Commander Temple moved to strike out the words "iron-plating shop," it being located on the gun park.

B. F. Chandler moved to amend, so far as to ask for the appropriation without the location.

On the adoption of this amendment four members voted in the affirmative and four in the negative, and therefore it was not a vote to amend the amendment.

On the question of adopting the amendment to strike out "iron-plating shop" from the list of improvements to be asked for, six voted in the affirmative and two in the negative.

B. F. Chandler moved that the board recommend lighting the yard and buildings with gas, to be manufactured on the yard.

B. F. Chandler moved that the board recommend the sinking of an "artesian well" on the yard, to supply a sufficient quantity of water for the use of the yard and ships at this station.

Adjourned to await further orders.

WILLIAM G. TEMPLE,
U. S. Navy, and Senior Member of the Board.
B. F. CHANDLER,
Junior Member and Recorder.

NAVY-YARD, PORTSMOUTH, N. H.,
August 6, 1867.

Rear-Admiral T. BAILEY, U. S. Navy,
Commanding Navy-Yard, Portsmouth, N. H.:

SIR: In obedience to your order of June 27 (inclosing one from the chief of the Bureau Yards and Docks of June 22) the board for the distribution of land on the navy-yard and Seaveys Island, as originally named, met and organized on the 1st July. Subsequently, Maj. Slack joined the board, and since then the meetings have been as frequent and protracted as the other duties of members and the necessity of collecting information would allow. Previous to any vote being taken a great deal of time was spent in free and informal discussion on the various points suggested, and the ground was repeatedly visited and examined by the members. Again, no sufficient chart could be prepared for some time, and from all these causes the deliberations of the board have been considerably delayed.

The board first decided that the two islands should be connected and made into one, by filling up the creek which divides them, leaving only a covered culvert of 10 feet in width for the free passage of the tides, which, it is believed, in these clear waters will prevent the silting up of mud or formation of shoals at either end of the channel.

It was next determined to draw upon the chart the line of sea wall, in order that a clear idea might be had of the area and amount of water front to be divided among the several bureaus, whose requirements were then taken up and decided separately.

First, the whole of the Navy-Yard Island was assigned to the Bureau of Construction, with the exception of the buildings and grounds now occupied by the commandant, the executive officer, the commander, the surgeon, the paymaster, and the lieutenant-commander, except also sufficient space for a rigging loft, for stables sufficient for the cattle which are to be used exclusively for construction, and for sheds for wheels, trucks, etc., all of which to be under the charge of their respective and proper bureaus. It was further voted that the eastern end of the creek, which divides the two islands as far as the bridge, should be reserved and remain open as a wet timber dock, and that the Navy-Yard Island be extended on the western side by a sea wall to deep water, as shown on the accompanying plan, so as to include Pumpkin Island, in order to secure a site for a permanent double dry dock.

A main avenue, 80 feet wide, running nearly north and south and with its eastern boundary nearly continuous with the western side of the ordnance timber shed, was then projected to run through both islands, as shown upon the chart.

All that portion of Seaveys Island lying to the westward of this avenue was next assigned to the Bureau of Steam Engineering and the Bureau of Equipment, the dividing line being an avenue 60 feet wide, and at right angles with the main avenue, as shown upon the plan, with engineering to the north and equipment to the south of it, and a further assignment of land was made to the Bureau of Equipment on the east side of Seaveys Island, as also shown upon the plan, for the purpose of manufacturing both wire and hemp rope.

Another avenue, 60 feet wide, parallel with the main avenue and 600 feet removed from it, was then projected through Seaveys Island, and a lot 1,000 feet in length, bounded on the east and west by these two avenues, and with its southern boundary continuous with that of steam engineering was assigned to the Bureau of Ordnance, and the board further recommended the purchase of some suitable site on the river, and removed from the yard, for a powder magazine.

The avenue dividing steam engineering and equipment was next prolonged so as to run across Seaveys Island nearly east and west, and all that portion of land south of it which lies between the two parallel avenues already mentioned was assigned for marine barracks and parade ground, while the remainder to the eastward of this was given to the Bureau of Provisions and Clothing.

The board further recommended the purchase of some suitable site outside the limits of the yard for a general hospital, and assigned a lot 300 feet square bounded on the south by the cross avenue, and on the west by the one parallel to the main avenue, to the Bureau of Medicine and Surgery for a dispensary, storehouse, apothecaries quarters, etc.

Next, a lot 200 feet wide, extending from the main avenue eastward to the one parallel with it, north of the premises assigned to ordnance and separated therefrom by an avenue 60 feet wide and at right angles with the main avenue, was assigned to the Bureau of Navigation. This avenue was also extended eastward to the ground allotted for a ropewalk; and still another avenue, 60 feet wide, parallel with the main avenue, and 1,260 feet distant therefrom, was ordered.

The board further directed that in the location of buildings the several departments should leave a space along the entire water front of 100 feet for railways and roadways.

An avenue 60 feet in width and extending from the main avenue to the one next east of and parallel to it was then laid off, on the northern side of the lot assigned to navigation; and the western half of the block to the north of this new avenue was assigned to the Bureau of Construction, for quarters for its officers.

All the remaining portion of Seaveys Island was assigned to the Bureau of Yards and Docks, with a proviso that locations shall be reserved thereon for a chapel and graveyard, and for a prison to be used for general naval purposes.

Plans showing the number, location, and size of the buildings, etc., required for the different bureaus were then discussed, adopted, and drawn upon the general plan.

The board further recommend the building of a substantial bridge with stone abutments and piers, and with a sufficient draw, as laid down upon the plan, to connect the yard with the village of Kittery, in place of the present one, which bridge shall be capable of sustaining a railway to join with the eastern railroad; also that a system of tracks be laid down within the yard for the conveyance of material to the various points.

The board are of opinion that a complete survey should be at once made of Seveys Island, and a system of grading and drainage established, and that it is desirable to estimate in the next annual report for commencing the quay wall and for laying out and grading the main avenue as the initial points for further work; also to estimate for the following buildings, viz:

Machine shop, boiler shop, and foundry, coal shed, receiving store and smithery for Steam Engineering; machine shop, joiners' shop, smithery, and lumber shed for yards and docks; ship house (over the dry-dock railway) sawmill, two timber sheds, mold loft (on columns) and joiners' shop for construction. Also storehouse and coal sheds for equipment, and a paint shop, 20 feet square, for ordnance (to be placed in the court yard of the present ordnance building).

The board further recommend that the entire yard and buildings be lighted with gas manufactured in the yard, and that an artesian well be sunk to supply a sufficient quantity of fresh water for all purposes of the yard and shipping.

Referring to your special order of July 16, the board then assigned a location in the rear of the present stables and lime house, as marked in the proposed improvements for the bureau of construction, for the erection of the timber shed asked for by the assistant civil engineer of the yard, which, together with the joiners' shop and storehouse, at present used by him, shall remain in the temporary occupancy of that officer until the general arrangements and proposed improvements of the yard will admit of all these buildings being permanently turned over to the Bureau of Construction.

A full record of the proceedings of the board, together with a plan showing the proposed improvements, accompany this report.

All of which is respectfully submitted.

HOMER C. BLAKE,
Commander, U. S. N.
A. H. GILMAN,
Paymaster, U. S. N.
J. S. THORNTON,
Commander, U. S. N.
W. B. SLACK,
Quartermaster, Marine Corps.
WM. ROBERTS,
Chief Engineer, U. S. N.
THOMAS DAVIDSON, JR.,
Naval Constructor.
B. F. CHANDLER.

NAVY-YARD, PORTSMOUTH, N. H.,
August 6, 1867.

Rear-Admiral T. BAILEY, U. S. N.,
Commanding Naval Station, Portsmouth, N. H.:

SIR: It is with some diffidence, after having proposed to the board an entirely different distribution of the land, after having urged my views upon them with all the arguments at my command, and after having failed to convince a single member, that I again offer my proposition to the consideration of the Department in a separate report; but it is clear to my mind that the general convenience will be better secured, and the proper organization and discipline of the yard, when completed, will be materially improved by its adoption.

My proposition is that the ground and buildings now occupied by ordnance (omitting the magazine and its surroundings) together with so much of the eastern end of the Navy Yard Island as is inclosed in the following boundaries (viz, by the dividing line between the commissioned and warrant officers' quarters to a depth of 300 feet from the street in front, and thence by a line at right angles with this dividing line eastward to the water), and also together with a tract of land on the opposite shore of Seavey's Island, sufficient for officers' quarters (all of which is sketched in red on the accompanying plan), shall be assigned to the Bureau of Ordnance.

This arrangement would render the proposed wet timber dock at the eastern end of the creek inappropriate; but the two islands could be more completely united by its removal, and more than sufficient room would be found for the timber dock in the proposed extension on the western end of the island around Pumpkin Shoal. I would further propose that the northeastern corner of the Navy-yard Island, as sketched in blue on the accompanying plan, together with such additional room as may be needed on some part of Seaveys Island, should be assigned to the Bureau of Yards and Docks. Next, that all the remainder, or western part of the Navy-yard Island (excepting always the commissioned officers quarters), be assigned to the Bureau of Construction; and that all that portion of Seaveys Island lying west of the proposed main avenue be divided between the Bureau of Construction and Bureau of Steam Engineering according to their several necessities.

After this, I would give to the Bureau of Equipment and Bureau of Provisions and Clothing all the land allotted by the Board to the latter and to the Marine Corps (with a different division, however), including also a part of that allotted to the Bureau of Ordnance, and still leaving to the Bureau of Equipment the tract intended

for a ropewalk, and finally, I would assign to the marines a portion of the ground given by the board to ordnance.

These are the main points, but of course they would involve a further change of many of the details.

Respectfully,

WM. G. TEMPLE,
Commander, U. S. N., and senior member of the Board.

I concur in all the resolves of the Board, except the vote of the majority, that it is not desirable to locate a hospital on Seaveys Island and the apportionment of land thereon based. One of the chief arguments for the purchase of this island was that it afforded an eligible site for a naval hospital. Such a site is found within the limits of what is known on the original plan as Abram's property, lot No. 23, which offers a proper elevation for buildings, a convenient water communication with the lower harbor, a sufficient space of arable land for vegetable gardens and pasturage, and is contiguous to the proposed barracks, which furnish a large proportion of the inmates of a naval hospital. The only other place which possesses similar advantages is Trefethen (or Preble) Island, properly the northeastern extremity of Seaveys Island, the two being connected at low water. This island, which covers an extent of 10 acres, is easy of access from the lower harbor, and sufficiently near the barracks to receive cases requiring hospital treatment; but its owner has recently advanced its price from $1,300 to $10,000, and under these circumstances I do not think it proper to recommend its purchase by the Government while it already owns a site equally desirable in all other respects, and having this paramount advantage, that it will obviate the necessity for a special dispensary for the yard, with quarters for additional officers, etc. Its vicinity to the proposed barracks is such that walking cases can readily be treated there, and bedridden invalids will have to be transported the least possible distance. It is most admirably situated to receive patients from vessels at anchor in the harbor, and is sufficiently removed from the noise of the workshops of the yard. All the other sites suggested, such as Gerrish Island or Kittery Point on the mainland, are too distant from the barracks and receiving ship to be seriously thought of. The obstructions which the health officer of the town of Kittery offers to the removal of patients affected with the ordinary noninfectious diseases incident to the summer season from on board ship for proper and necessary hospital treatment, as in the recent instances of the U. S. S *Winooski* and *Peoria*, are most serious objections to locating a naval hospital any nearer the mainland, and apply forcibly in the case of Trefethen (or Preble) Island, which is separated from Kittery by a channel only 350 feet wide. For these reasons I can not acquiesce in the decision of the majority of the Board, and I recommend that a portion of land, embracing an area of 9 acres, lying due east of the grounds assigned to the Marine Corps, and comprised within the red lines on the plan hereunto appended, be assigned to the Bureau of Medicine and Surgery for the establishment of a general hospital and purposes connected therewith; and that in lieu of this tract there be assigned to the Bureau of Provisions and Clothing all the land comprised within the blue lines on the supplementary plan, there being sufficient depth of water and sufficient extent of wharfage along this tract, as well as along the 100-foot avenue, which will bound the hospital grounds, to accommodate vessels unloading stores for the Bureau of Provisions and Clothing, the only purpose for which that Bureau can need a water front. In deference to the vote of the majority of the Board, I have indicated an arrangement of dispensary buildings on the plat assigned for this object, but if the Department concludes to locate a naval hospital at the site I have suggested, the Bureau of Medicine and Surgery will have no use for the plat, and it may very conveniently be allotted to the Bureau of Provisions and Clothing. In

further evidence of the propriety of this transfer, I beg to call attention to the fact that the representative of the Bureau of Provisions and Clothing on this Board has not found it possible to cover the extensive grounds (15 to 18 acres), which have been placed by the majority at his disposition, with buildings required for the purposes of that Bureau, and that in consequence large spaces of the only land available for hospital purposes have been left wholly unoccupied.

All which I respectfully submit.

A. L. GIHON,
Surgeon, U. S. Navy.

NAVY-YARD, PORTSMOUTH, N. H.,
August 8, 1867.

SIR: We would respectfully state that we concur fully in the report of the majority of the Board, with the exception of the amendment adopted on the 7th instant, to strike out the words "iron-plating shop" from the list of buildings recommended by the Board to be estimated for in the next annual report.

The exception is taken from the fact that the general report had been made on the 6th instant, and signed by a majority of the Board, including the undersigned.

With due deference to the opinion of six members of the Board in relation to the immediate necessity of the erection of a proper "iron-plating shop," we would state that looking to the wants of the service and the fact that there is at this time on the stocks at this station a ship designed to be iron plated, for which there is no proper "iron-plating shop" and appliances to prepare the iron for attachment to the hull of the ship, the plating of which is only of moderate thickness.

We are of opinion that there is no building more urgently needed or that would be more conducive to the economical dispatch of work than an "iron-plating shop" and suitable tools to meet the present and prospective wants of the service.

We would further state that, considering the large amount of fitting to the iron works entering into the construction of a ship of war, the present temporary building used for that purpose and tools therein are inadequate to meet the wants of the service.

Very respectfully, your obedient servants,

THOMAS DAVIDSON, JR.
Naval Constructor.
B. F. CHANDLER,

Rear-Admiral THEO. BAILEY, U. S. N.,
Commanding Navy-Yard, Portsmouth, N. H.

A.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
Washington, June 27, 1867.

SIR: A Board having been ordered to convene at the Kittery Navy-Yard on the 1st proximo, for the purpose of recommending such apportionment of Seaveys Island among the different bureaus as may be advantageous to the Government, and you having been designated by this Bureau to represent its interests, and point out its probable future needs, will be pleased to bear in mind that water front and land for the following purposes will be needed:

(1) For a wharf, to which large ships may come for their provisions, clothing, and small stores.

(2) For an inspection store having convenient communication with the wharf.

(3) For a bakery and the storehouses and coal house connected therewith, to be located with reference to easy communication with the inspection store and with vessels lying at the wharf.

(4) For a dwelling house for the inspector in charge of provisions and clothing.

The Bureau does not consider it necessary or desirable that its buildings should be located in close proximity to those of other departments of the yard, except perhaps to those of equipment, but trusts that a liberal allowance of territory, conveniently situated, will be made for the purposes herein indicated.

I am, very respectfully, sir, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Paymaster A. H. GILMAN,
Inspector, etc., Portsmouth, N. H.

B.

No. 54.]

NAVY DEPARTMENT,
BUREAU OF YARDS AND DOCKS,
Washington, D. C., July 1, 1867.

SIR: By order of the honorable Secretary of the Navy, you will attach such marine officer as the general commanding marines shall order to report to you for duty, to represent the interests of the marine guard on the board for the survey and allotment of grounds and water frontage for the accommodation of the works of the respective bureaus on Seaveys Island.

Respectfully, your obedient servant,

JOS. SMITH,
Chief of Bureau.

Rear-Admiral T. BAILEY, U. S. N.,
Commanding Navy-Yard, Portsmouth, N. H.

C.

No. 55.]

NAVY DEPARTMENT,
BUREAU OF YARDS AND DOCKS,
Washington, D. C., July 2, 1867.

SIR: Commander Temple's letter of the 29th ultimo is received. The order to examine Seaveys Island was meant, of course, to embrace the accommodations for each bureau and the Marine Corps, both on the Navy-Yard Island and on Seaveys Island.

The board is to report what improvements they recommend to be established on Seaveys Island, with the location and limits of those improvements; also to report and select what improvement they recommend to be removed from the navy-yard proper to Seaveys Island, the report to be submitted to the Department for approval.

Respectfully, your obedient servant,

JOS. SMITH,
Chief of Bureau.

Rear-Admiral T. BAILEY, U. S. N.,
Commanding Navy-Yard, Portsmouth, N. H.

D.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, July 3, 1867.

SIR: As this Bureau is informed that instructions have been given by the chiefs of the other bureaus relating to the contemplated improvements at the Portsmouth navy-yard, the following are transmitted for your information as a representative:

(1) The Bureau recommends and desires the removal of the naval magazine from its present locality, not, however, to be placed on Seaveys Island.

(2) Evidence of [illegible] desire to occupy any place whatever on Seaveys Island.

(3) But [illegible] desires that, in addition to what it now occupies, it should have the space now held [illegible] the hospital, warrant officers' quarters, marine guards, and paint shop.

This it considers will be amply sufficient for all its purposes.

I am, sir, your obedient servant,

H. A. WISE,
Chief of Bureau.

Commander WM. G. TEMPLE, U. S. N.,
Inspector of Ordnance, Navy-Yard, Portsmouth, N. H.

E.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
Washington, June 27, 1867.

SIR: As you have been designated by the Bureau as one of the board for the selection of a site at Seaveys Island for equipment purposes it is of the utmost importance that the site selected should be of sufficient magnitude to accommodate all the equipment stores, wire and rope manufactory, coal house, smithery, dwellings, etc., that may in course of time be needed.

The site should also be in close connection with a proportionate water front of sufficient depth of water.

Very respectfully, your obedient servant,

M. SMITH,
Chief of Bureau.

Commander J. S. THORNTON,
Navy-Yard, Portsmouth, N. H.

F.

NAVY-YARD, PORTSMOUTH, N. H.,
Commandant's Office, July 11, 1867.

GENTLEMEN: Inclosed herewith is a copy of a report of a board appointed by me to apportion the navy store in this yard among the several bureaus.

This report shows the utter inadequacy of the present storehouse for the wants of the respective bureaus and the necessity which exists for the speedy erection of storehouses sufficient for the proper storage of articles belonging to them. The report is furnished you for your information, and it may aid you in determining the number, size, and location of the buildings required for the present and prospective wants of each bureau.

Respectfully, etc.,

T. BAILEY,
Rear-Admiral, Commandant.

To Commander W. G. Temple, Commander H. C. Blake, Paymaster A. H. Gilman, Commander J. S. Thornton, Surg. A. L. Gihon, Chief Engineer W. Roberts, Naval Constructor T. Davidson, jr., B. F. Chandler, esq., board for examining Seaveys Island.

UNITED STATES NAVY-YARD,
Portsmouth, N. H., July 9, 1867.

SIR: In obedience to your order of this date we have examined and allotted portions of the navy storehouse for each bureau, and herewith submit the plan as divided. The space is so insignificant compared with that absolutely required for the proper preservation of the public property that each bureau, after occupying its share of the building, will have large amounts of property stowed about the yard in

lofts of timber sheds, temporary wooden sheds, and out of doors exposed to the weather.

Under the present navy store, in the cellars, are stowed large quantities of turpentine and oil, which is manifestly a very improper place for inflammable materials, but unavoidable until the several bureaus shall erect suitable storehouses for the same.

We are, very respectfully, your obedient servants,

JOHN GUEST, *Captain, U. S. N.*
HOMER C. BLAKE, *Commander, U. S. N.*
JAS. S. THORNTON, *Commander.*
WM. ROBERTS, *Chief Engineer.*
THOMAS DAVIDSON, Jr., *Naval Constructor.*
W. E. BABBIT, *Assistant Civil Engineer.*

Admiral T. BAILEY,
Commandant.

G.

CIVIL ENGINEER'S OFFICE,
NAVY-YARD, PORTSMOUTH, N. H.,
July 15, 1867.

SIR: By order of the Bureau of Yards and Docks the civil engineer is required to furnish a plan of the yard showing the location of any proposed improvements asked for in his annual report.

I propose to ask for a timber shed for the storage of yards and docks lumber, and a building for a storehouse, joiner's shop, etc.

As there does not seem to be any unoccupied space suitable for the same within the limits of this yard, I would respectfully ask that I may have some instructions as to the location of the above buildings, or that the board now in session at this yard may designate such location as they may think proper on Seaveys Island.

I am, very respectfully, your obedient servant,

W. E. BABBIT,
Assistant Civil Engineer.

Rear-Admiral T. BAILEY,
Commandant.

COMMANDANT'S OFFICE, NAVY-YARD,
Portsmouth, N. H., July 16, 1867.

GENTLEMEN: Inclosed herewith is a communication from the assistant civil engineer of the yard in relation to the location of a timber shed and a building for a storehouse, joiner's shop, etc., for the purposes of the Bureau of Yards and Docks. As it is desired to include these buildings in the engineer's annual report and plan, I have to request your board will give this subject as early attention as practicable and furnish me with the desired information, so that the engineer may make his plans and estimates in time to be included in the annual report referred to, which is to be sent in on the 1st of September next.

Respectfully, etc.,

T. BAILEY,
Rear-Admiral, Commandant.

The BOARD FOR EXAMINING SEAVEYS ISLAND.

HEADQUARTERS MARINE CORPS,
Washington, July 2, 1867.

SIR: You will proceed to Portsmouth, N. H., and report yourself to Rear-Admiral Bailey for duty with the board appointed to examine Seaveys Island.

By order of the honorable Secretary of the Navy.

J. ZEILIN,
Brigadier-General and Commandant.

Maj. WILLIAM B. SLACK,
Quartermaster U. S. Marine Corps, Hdqrs., Washington, D. C.

Deeds and conveyances of Dennetts Island from 1639 to 1800, showing the United States' title to the island.

1. From Charles, King of England, to Sir Ferdinand Gorges.
2. From Sir Ferdinand Gorges to Richard Vines.
3. Richard Vines to Thomas Furnall.
4. Thomas Firnald to William Firnald.
5. Abstract from the will of William Fernald.
6. John Fernald to James Sheafe.
7. John Fernald to James Sheafe.
8. James Sheafe to William Dennett.
9. William Dennett to United States of America.
10. Legal opinion of Jeremiah Smith, district attorney of New Hampshire.
11. An act of the State of Maine granting jurisdiction to the United States.

1. Charles, King of England, to Sir Ferdinand Gorges of a part or portion of the country of America, commonly called by the name of New England. The portion of the Maine land and premises aforesaid shall forever hereafter be called and named the Province or Country of Maine. (April 3, 1639. Court Records, Book A, p. 1.)

2. Sir Ferdinand Gorges to Thomas Jocelin, Richard Vines, Francis Champernon, and others, commissioning them as councillors, and appointing Richard Vines as his steward-general. (September 2, 1639. Court Records, Book A, p. 26.)

A grant from Richard Vines to Thomas Furnall. York *ss.* Registry of Deeds. Received October 16, 1651, and recorded in Book 1, page 16. Attest: J. Edward Rishworth, recorder. Executed May 3, 1645. Puddington Islands.

These presents witness that I, Richard Vines, steward-general of the Province of Mayne, have given and granted unto Tho. Furnell the soun of Renald Furnell, of Piscataqua River, chieurgeon for and in the behalf of Sir Fardinando Gorges, Knt., and proprietor of the sd. Province of Mayne.

Two islands lying and being on the northeast side of Piscataqua River afores'd, comonly called or known by the name of Puddington Islands, the sd. Thomas Furnell yielding and paying inn to the sd. Sr. Fardin. Gorges, his heirs and assigns, two shillings and six pence yearly.

Given under my hand this third day of May, 1645.

RICHARD VINES.

This deed I know and acknowledge to be Mr. Richard Vines his act and deed written with his own hand. By me.

EDW. GODFREY, *Gov'r.*

Recorded this 16 Oct., 1651.
Vera copia, copia.

By ED. RISHWORTH, *Record'r.*

YORK, *ss.* *Registry of deeds:*
A true copy as recorded, Book 1, page 16.
Attest: ASA L. RICKER, Regr.

Warranty deed from Thomas Firnald to William Firnald. York *ss.* Registry of *deeds.* *Received* March 21, 167¼, and recorded in Book 2, p. 313. Attest: J. Edw. *Rishworth,* recorder. Executed September 9, 1671 Lay Clayme Island.

To all Christian people, to whom this present writing shall come:

Thomas Firnald, of Kittery, in the county of York, shipwright, and Temperance, his wife, sendeth greeting. Know yee that I, Thomas Firnald, and Temperance, my wife, for and in consideration of the natural affection, love, and good will which we doe bear unto our beloved brother, William Firnald, ofthe same Kittery, shipwright, as also for the fulfilling of the last will of our dear father, Renald Firnald, deceased, & other good reasons yr unto moveing by these presents, have given, granted, alioned, assigned, enfeoffed, convayed, released, delivered, and confirmed, and doe by these presents give, grant, aliene, assign, enfeoffe, convay, release, deliver, & confirme, unto the said William Firnald, his heyres, executors, administrators, and assigns.

All that ysland liing & being in the townshipe of Kittery aforesayd, neare adjoyeing unto the ysland the sayd Thomas Firnald & Temperance now liveth on, being parted by a water that runneth from the mayne river of Pischataqua into a branch of the same, betwixt ye sayd yslands & the mayne, called Crooked Layne, or being so called itselfe, wch sayd ysland is commonly called or known by the name of Lay Clayme, or by w'h other name or names whatsoever, together with all trees, woods, underwoods, comones, easements, profetts, comodities, emoluments, & advantages to the same belonging, appendent & prtayneing to the sayd ysland.

To have and to hold unto the sayd William Furnald, his heyers, executors, administrators, and assigns forever, the before hereby given and granted premises with the appurtenances, and every part and parcell thereof, to bee to the only use and behoofe of the sayd William Furnald, his heyers and executors and every of them, to use, have, occupy, and injoy without the lett, hindrance, molestation, disturbance of us, the sayd Thomas Firnald, and Temperance, our heyers, executors, administrators, or assigns, or either of us or them, free and clere and freely and clerely acquitted and exonerated from all former and other gyfts, grants, mortgages, sayles, joynters, dowers, or title of dowers of Temperance, now wife of the sayd Thomas Firnald, charges, troubles, and incomberances whatsoever, had, made, committed, suffered, or done by the sayd Thomas and Temperance, their heyers or assigns, or any of them, and the sayd Thomas and Temperance, his wife, the sayd premises before hereby given and granted, and every part and parcell thereof, with the appurtenances against them, the sayd Thomas Firnald and Temperance, his wife, ye heyers, executors, administrators, and assigns, against all and every of them claymeing any estate, right, title, or interest of, in, to, or out of the premises or any part or parcell thereof, shall & will warrant & defend forever by these presents, the sayd William Fernald, his heyres, executors, administrators, or assigns, paying or cause to be payd his proportion of the rent to the lord proprietor, if demanded, and save and keepe harmless the sayd Thomas Firnald, his heyres and executors forever.

And hereunto the above sayd Thomas Firnald and Temperance, his wife, doe bind themselves, their heyres, executors, and administrators unto the sayd William Firnald, his heyres and assigns.

In witness whereof, have to these presents, put to their hands and seals the ninth day of September, one thousand six hundred seventy-one (1671).

THOMAS FIRNALD. [SEAL.]
TEMPERANCE FIRNALD. [SEAL.]

Signed, sealed, and delivered in ye presence of us—

The sign H. of GEO. HARRISSE.
ELYAS STYLEMAN.

The 9th of September, 1671, Thomas Firnald and Temperance, his wife, acknowledged this instrument to bee their free act and deed.

Before me, Elyas Styleman, commissor. vera copia of this instrument above written, transcribed out of the original and therewith compared this 21st day of March, 167¾.

J. EDW. RISHWORTH, *Recor.*

YORK, *ss.* *Of Deeds:*

A true copy as recorded, Book 2, page 313.

Attest:

ASA L. RICKER, *Register.*

Abstract from the will of William Fernald, York, *ss.* Probate records. Approved September 2, 1728, and recorded in Book 4, page 2. Attest. Executed June 15, 1724. Lay Claim Island.

Abstract from the will of William Fernald, senior, of Kittery, dated June 15, 1724, approved Sept. 2, 1728, and recorded with probate records for York Co., vol. 4, page 2.

"I give and bequeath unto my eldest son, William Fernald, and his male heirs lawfully begotten, the island whereon I formerly dwelt, commonly called and known by the name of Lay Claim Island, with the dwelling house and all out housing, gardens, orchards, and all other privileges and appurtenances thereunto belonging. I having given him one-half of said island when I first left it and went over to the main to live, the other half I give and resign to him now, he paying me fifty pounds for the stage point according to agreement, and to pay me one hundred pounds more in current passable money of New England at or before the first day of June next ensuing the date hereof, and to summer me and my wife Elizabeth during our natural lives twelve sheep yearly and to provide and bring in place at my house a proportional part of firewood which I and your mother may have occasion to burn, with the rest of your four brothers yearly during my and my wife's natural life."

Warranty deed from John Fernald to James Sheafe. York, *ss.* Registry of deeds. Received August 4, 1794, and recorded in Book 57, page 49. Attest. William Frost, register. Executed June 16, 1794. Lay Claim Island.

Know all men by these presents:

That John Ferneld, junr., of Middletown, in the county of Stafford and State of New Hampshire, yeoman, for and in consideration of the sum of six hundred and fifty dollars, to me in hand paid before the delivery hereof, by James Sheafe, of Portsmouth, in the county of Rockingham and State aforesaid, merchant, the receipt whereof I do hereby acknowledge, have given, granted, bargained, sold, and released, and by these presents do give, grant, bargain, sell, alien, release, convey, and confirm to him, the said James Sheafe, his heirs and assigns, the whole of a certain island in Piscataqua River, containing fifty acres, be the same more or less, lying within the boundaries of the county of York, in the State of Massachusetts, being the same that was mentioned as partly given or entailed by William Ferneld, of Kittery, in the year of our Lord one thousand seven hundred and twenty-eight, to his son William and his male heir, commonly known by the name of Lay Claim Island; to have and to hold the said granted premises, with the appurtenances thereof, to him, the said James Sheafe, his heirs, and assigns, to his and their only proper use, benefit, and behoof forever; thereby engaging to warrant and defend the said granted premises against all claims or demands of any person or persons claiming by, from, or under me.

In witness whereof I have hereunto set my hand and seal this sixteenth day of June, in the year one thousand seven hundred and ninety-four.

JOHN FERNELD, JR. [SEAL.]

Signed, sealed, and delivered in presente of—

MARK WINGGEN.
CHASE ROBENSON.

State of New Hampshire, Strafford, *ss.* Wakefield, June 16th, 1794. Then the within named John Ferneld, junr., personally appeared and acknowledged this instrument to be his free act and deed. Before me—

AVERY HALL,
Just. Peace.

Recorded according to the original received August 4th, 1794.

Attest:

WM. FROST, Reg.

YORK, *ss.* *Registry of Deeds:*
A true copy as recorded, Book 57, page 49.
Attest:

ASA L. RICKER, *Register.*

Warranty deed, from John Fernald to James Sheafe. York, *ss.* Registry of deeds. Received August 4, 1794, and recorded in Book 57, page 50. Attest. William Frost, register. Executed June 16, 1794. Lay Claim Island.

Know all men by these presents:

That I, John Fernald, of Middletown, in the county of Strafford and State of New Hampshire, yeoman, for and in consideration of the sum of six hundred and fifty dollars, to me in hand paid before the delivery by James Sheafe, of Portsmouth, in the county of Rockingham and State aforesaid, merchant, the receipt whereof I do hereby acknowledge, have given, granted, bargained, sold, and released, and by these presents do give, grant, bargain, sell, alien, release, convey, and confirm, to him, the said James Sheafe, his heirs and assigns, the whole of a certain island in Piscataqua River, containing fifty acres, be the same more or less, lying within the boundaries of the county of York, in the State of Massachusetts, being the same that was mentioned as partly given or entailed by William Fernald, of Kittery, in the year of our A. D. 1728, to his son William and his male heirs, commonly known by the name of Lay Claim Island; to have and to hold the said granted premises with the appurtenances thereof to him, the said James Sheaf, his heirs and assigns, to his and their only proper use, benefit, and behoof forever; thereby engaging to warrant and defend the said granted premises against all claims or demands of any person or persons claiming by, from, or under me, likewise I, Mary, wife of the said John Ferneld, for and in consideration of the above-mentioned sum, do hereby quit and release all my right and dower of thirds in and to the above-mentioned premises.

In witness whereof we have hereunto set our hands and seals this sixteenth day of June, in the year of our Lord one thousand seven hundred & ninety-four.

JOHN FERNELD. [SEAL.]
MARY FERNELD. [SEAL.]

Signed, sealed, and delivered in presence of—

MARK WIGGIN.
CHASE ROBINSON.

Rockingham *ss.* Portsmouth, June 18th, 1794. Then the within-named John Ferneld personally appeared & acknowledged the within instrument to be his free act and deed. Before me—

JOHN PICKERING,
Jus. Peace.

Recorded according to the original received August 4th, 1794.
Att.:

WM. FROST, *Reg'r.*

YORK *ss.* *Registery of deeds:*

A true copy as recorded Book 57, page 50.
Attest:

ASA L. RICKER, *Register.*

Warranty deed from James Sheafe to William Dennett. York *ss.* Registry of deeds. Received October 11, 1794, and recorded in Book 55, page 442. Attest. William Frost, register. Executed September 29, 1794. Lay claim or Fernald's Island.

Know all men by these presents:

That I, James Sheafe, of Portsmouth, in the county of Rockingham and State of New Hampshire, merchant, for and in consideration of the sum of five hundred

pounds, lawful money of said State, to me in hand paid before the delivery hereof, by William Dennet, of Kittery, in the county of York and Commonwealth of Massachusetts, marriner, the receipt whereof I do hereby acknowledge, have given, granted, bargained, sold, and released, and by these presents do give, grant, bargain, sell, aliene, releas, convey, and confirm, to him, the said William Dennet, his heirs, and assigns, a certain island lying in Piscataqua River, in Kittery, in the county of York and Commonwealth of Massachusetts, containing about fifty acres, more or less, commonly called Lay claim, or Fernald's Island, being the same which I bought of John Fernald:

To have and to hold the said granted premises, with the appurtenances thereof, to him the said William Dennett, his heirs and assigns, to his and their only proper use, benefit, and behoof forever, I hereby engaging to warrant and defend the said granted premises against all claims or demands of any person or persons claiming by, from, or under me; and I hereby covenant and agree with the said William Dennett, his heirs. ex'c'rs, and admin'rs, that in case of eviction I will refund and pay him, the said William Dennet, the consideration sum paid me, and I, Sarah, wife of said James, do, for the consideration, relinquish my dower and power of thirds in the premises.

In witness whereof we have hereunto set our hand and seal, this twenty-ninth day of September, in the year of our Lord one thousand seven hundred and ninety-four.

JAMES SHEAFE. [SEAL.]
SARAH SHEAFE. [SEAL.]

Signed, sealed, and delivered in presence of us—

JOHN PICKERING.
MARY WILLARD.

State of New Hampshire, Rockingham, *ss.* Portsmouth, the 29th day of September, one thousand seven hundred and ninety-four. Then the above-named James & Sarah personally appearing acknowledged the above-written instrument to be their voluntary act and deed. Before me—

JOHN PICKERING.
Jutsice Pea.

Recorded according to the original received October 11th, 1794.
Attest:

WM. FROST, *Reqr.*

YORK *ss.* *Registry of deeds:*
A true copy of record Book 55, page 442.
Attest:

ASA L. RICKER, *Register.*

Warranty deed from William Dennett, jr., to United States of America. York *ss.* Registry of deeds. Received June 13, 1800, and recorded in book 65, page 87. Attest. William Frost, register. Executed June 12, 1800. Dennett's Island.

Know all men by these presents:

That I, William Dennett, jun., of Kittery, in the county of York and commonwealth of Massachusetts, husbandman, for and in consideration of the sum of five thousand five hundred dollars, to me in hand before the delivery hereof well and truly paid by the United States of America, the receipt whereof I do hereof acknowledge, have given, granted, bargained, sold, and by these presents do give, grant, bargain, sell, alien, enfeoff, convey, and confirm, unto the said United States of America the whole of a certain island, lying in Piscataqua River, in Kittery aforesaid, opposite the town of Portsmouth, and at the distance of about three-quarters of a mile from said Portsmouth, which island was formerly called Lay Claim Island, afterwards *Furnald* Island, and now called Dennett's Island, and contains fifty acres, be the *same more or less,* and is the same I purchased of James Sheafe, as by his deed,

dated 29th September, 1794, and recorded, more fully appears, to have and to hold the said granted premises, with all the privileges and appurtenances to the same belonging, to the said United States of America, to their only proper use and benefit forever; and I, the said William Dennett, junr., my heirs, executors, and administrators, do hereby covenant, grant, and agree to and with the said United States that until the delivery hereof I am the lawful owner of the said premises, am seized and possessed thereof in my own right in fee simple, and have full power and lawful authority to grant and convey the same in manner aforesaid; that the said premises are free and clear of all and every incumbrance whatsoever, and that I, my heirs, executors, and administrators shall and will warrant the same to the said United States of America against the lawful claims and demands of any person or persons whomsoever. And I, Sarah, wife of the said William, in consideration of six dollars paid me, and in token of my consent hereto and release of dower in and to the premises above mentioned, have, with the said William, hereunto set our hands and seals the twelfth day of June, in the year of our Lord one thousand eight hundred.

WILLIAM DENNETT, JUNR. [SEAL].
SARAH DENNETT. [SEAL].

Signed, sealed, and delivered in the presense of us—

DAN'L WALDRON.
NATH'L T. SHEAFE.
JEREMIAH SMITH.

State of New Hampshire, Rockingham, *ss:* 12th June, 1800: William Dennett, junr., and Sarah Dennett acknowledged the within instrument to be their free act and deed. Before

JEREMIAH SMITH,
Justice Peace.

Recorded according to the origl., received June 13, 1800.
Attest:

WM. FROST, *Regr.*

YORK, *ss.* *Registry of deeds:*
A true copy as recorded. Book 65, page 87.
Attest:

ASA L. RICKER, *Register.*

(Copy.)

PORTSMOUTH, *12th June, 1800.*

At the request of Jacob Sheafe, esq., naval agent, I have examined the title of William Dennett, jr., to the island bearing his name in Piscataqua River, and am of opinion that his title is good and that he may lawfully convey the same by deed to the United States.

JEREMIAH SMITH,
Att'y for the Dist. of N. H.

State of Maine.

In the year of our Lord one thousand eight hundred and twenty-two. *An act* to cede to the United States the jurisdiction of Dennets Island, so called, in Piscataqua River.

Be it enacted by the senate and house of representatives in legislature assembled, That there be, and hereby is, ceded to the United States the jurisdiction over Dennets Island (so called), on the east side of Piscataqua River, within the State of Maine, now belonging to the United States and occupied as a navy-yard: *Provided, however,* That this State shall have concurrent jurisdiction with the United States over said island so far as that all civil and criminal processes issued under the authority of

this State may be executed on any part of said island, or in any building erected on the same; and that all persons residing thereon, not being in the military or marine service of the United States, shall be holden to do military duty in the militia of this State in the same way and manner as if the jurisdiction had not been ceded as aforesaid.

IN THE HOUSE OF REPRESENTATIVES,
February 1, 1822.

This bill having had three several readings passed to be enacted.

BENJAMIN AMES, *Speaker.*

IN SENATE, *February 2, 1822.*

This bill having two several readings passed to be enacted.

DANIEL ROSE, *President.*

FEBRUARY 2, 1822.
Approved.

ALBION K. PARRIS.

A true copy.
Attest:

ARTHUR WARE,
Secretary of State.

Deeds and conveyances of Seaveys Island from 1639 to 1866, showing the United States title to the island.

Date.	From—	To—	Quantity.	Consideration.
Apr. 3, 1639	Charles, King of England	Sir Ferdinand Gorges	Province	
Sept. 2, 1639	Sir Ferdinand Gorges	Richard Vines		
May 3, 1645	Richard Vines	Thomas Furnell	Two islands	
Nov. 3, 1697	Thomas Fernald	Temperance Fernald		
Nov. 20, 1702	Temperance Fernald	Samuel Fernald and others		
Nov. 6, 1733	Samuel Fernald	Samuel Fernald, jr	1 acre 100 rods	
June 10, 1726	do	John Davis		
Aug. 29, 1745	Mary Davis, administratrix	Samuel Pray	½ acre	
Feb. 20, 1745	Samuel Fernald, by will	Samuel Fernald	14½ acres	
May 10, 1722	Samuel Pray, inv'y		16 acres	
Aug. 19, 1740	Samuel Pray, jr	Roland Jenkins	3 acres	
July 24, 1742	do	do	¼ acre	
June 27, 1755	do	do	4 acres	
Mar. 7, 1758	do	do	8¾ acres	
May —, 1731	Sarah Fernald, administratrix of Hercules Fernald.		17 acres	
May 8, 1747	Division of, conveyed	John Fernald		
June 20, 1721	John Kennard	Stephen Seavey	16 acres	
Mar. 20, 1718	Charles Kelley	John Adams		
Mar. 14, 1721	John Adams	Mary Kelley		
Mar. 14, 1721	Mary Kelley	Stephen Seavey	16 acres	
July —, 1732	William Henderson	John Henderson, administrator.	16¼ acres	£44 2s.
Mar. 20, 1730	John Henderson	Stephen Seavey	17 acres	
Sept. —, 1742	Stephen Seavey	Mary Seavey and son Stephen, administrators.	49½ acres	
Dec. 10, 1744	Mary and Stephen Seavey	Benjamin Miller	49½ acres	
Nov. 11, 1744	Benjamin Miller	Stephen Seavey	49½ acres	
July 18, 1764	Samuel Fernald, jr	William Pepperell Sparhawk.	17 acres	
Aug. 16, 1773	William Pepperell	Joseph Jenkins	16 acres	
July 3, 1794	Catherine Emery, administratrix of Joseph Jenkins.	Stephen Jenkins	16 acres	
July 4, 1794	Stephen Jenkins	Henry Trefethen	8 acres	
July 3, 1794	Division between Jenkins and Trefethen.			
Apr. 17, 1797	Henry Trefethen	Eunice Fernald	8 acres	
Aug. 17, 1773	Roland Jenkins	Joseph Jenkins	7 acres	
Aug. 16, 1769	do	William Jenkins	2 acres	
Sept. 10, 1773	do	Stephen Jenkins	7 acres	
Oct. 21, 1778	do	Alice Jenkins	7 acres	3½ cords of wood.
Dec. 10, 1799	William Jenkins	Stephen Jenkins	2 acres	
May 17, 1806	*Alice Jenkins*	Joseph Jenkins	7 acres	
Jan. 14, 1804	*Stephen Jenkins*	John Jenkins	\8 acres	

Deeds and conveyances of Seaveys Island from 1639 to 1866, etc.—Continued.

Date.	From—	To—	Quantity.	Consideration.
Apr. —, 1790	John Fernald, by will	Margaret, and his son Archelaus Fernald.		
July 16, 1768	John Brown and wife	Henry Trefethen	8 acres	
Oct. 6, 1769	Ebenezer Pray and wife	do		
Apr. 5, 1796	Henry Trefethen	John Trefethen		
Oct. 15, 1784	Stephen Seavey	Henry Trefethen	16 acres	
June 16, 1792	do	John Trefethen	2 acres	
Nov. 14, 1796	do	Josiah Davis	14 acres	A living.
May 16, 1803	do	Ann Gibson	40 acres	
Apr. 5, 1796	John Trefethen	Henry Trefethen	2 acres	
Nov. 8, 1806	Ann Gibson	James Day	40 acres	
Aug. 23, 1813	James Day	Samuel Bowles		
Apr. 6, 1818	do	Thomas Haven	40 acres	
Nov. 13, 1816	Samuel Bowles	Henry Sterling		
Aug. 25, 1796	Henry Trefethen	Abigail Card	3,600 square feet	
Apr. 21, 1801	Thomas and Abigail Card	John Card	1,800 square feet	
Apr. 22, 1816	Abigail Card	William Trefethen, jr	do	
June 1, 1796	Henry Trefethen	William Trefethen		
Apr. 19, 1816	William Trefethen	Jacob Cutter		
Nov. —, 1797	Henry Trefethen, by will	Phebe, his wife, for life, then to the children.		
July 20, 1830	Thomas Haven	Roger Dearing, jr	2 acres, 130 rods	$121.00
Dec. 31, 1836	Roger Dearing	Alexander Ladd	40 acres	1,954.53
Mar. 15, 1837	Alexander Ladd	Alfred W. Haven	do	1.00
Dec. 5, 1845	Alfred W. Haven	Roger Dearing	do	
Jan. 14, 1858	Thomas A. Sterling	William Tarlton	½ acre	1,100.00
Feb. 16, 1860	William Morse	James Trefethen	5,100 square feet	390.00
Jan. 8, 1864	do	do	do	500.00
Apr. 9, 1864	Cushman Prior	John C. Prior		50.00
July 26, 1866	Stephen S. Spinney	Edwin S. Appleton	2¾ acres	1.00
July 27, 1866	James Trefethen	Charlotte M. Bridge	7 acres	1.00
July 28, 1866	Phebe Abrams	George B. Preble	12 acres	1.00
July 30, 1866	Charles H. Ladd, adm	Cushman Prior and others	40 acres	1.00
Aug. 2, 1866	James Trefethen	Henry F. Hutchings		100.00
Aug. 2, 1866	Susan Trefethen	United States of America		1.00
Aug. 8, 1866	Nancy Jenkins	do		1.00
Aug. 14, 1866	Jane Trefethen	George B. Preble		1.00
Aug. 31, 1866	William D. Jenkins	Horatio Bridge, U. S. N	700 square feet	640.00
Sept. 29, 1866	Samuel C. Dixon	United States of America	0.195 acre	3,780.80
Sept. 29, 1866	Cushman Prior	do		5,671.20
Oct. 1, 1866	George B. Preble	do		1,890.40
Oct. 4, 1866	Ethan A. Locke	do		3,024.64
Oct. 4, 1866	Horatio Bridge	do		17,959.00
Oct. 4, 1866	Charles A. Walker	do		2,835.60
Oct. 5, 1866	Daniel J. Prior	do		2,835.60
Oct. 5, 1866	Henry A. Wise	do		12,931.00
Oct. 6, 1866	Thomas A. Sterling	do		2,835.65
Oct. 6, 1866	Edwin S. Appleton	do		2,741.08
Oct. 6, 1866	Charles A. Neal	do		3,402.72
Oct. 8, 1866	John Pierce	do		2,835.60
Oct. 12, 1866	Thomas A. Prior, Als	do		766.40
Oct. 12, 1866	Sarah Prior, guardian	do		1,149.60
Oct. 12, 1866	Sarah Prior	do		957.41
Oct. 13, 1866	William Morse	do		3,119.16
Oct. 16, 1866	Daniel Trefethen	do		10,500.00
Oct. 16, 1866	James Trefethen	do		3,780.80
Oct. 17, 1866	John C. Prior	do		4,000.00
Oct. 17, 1866	Henry F. Hutchings	do		3,218.68
Oct. 23, 1866	Seth Sterling	do		2,835.60
Oct. 23, 1866	Thomas H. Abrams	do		6,011.48
Oct. 24, 1866	Charles B. Odiorne	do		2,275.95
Oct. 24, 1866	Mark F. Wentworth	do		433.00
Oct. 27, 1866	William Tarlton	do		3,213.68
Nov. 3, 1866	School District No. 8	do		1.00
	Cost of Seaveys Island to United States			105,000.00

Abstract of deeds and conveyances of Fernald or Seaveys Island, from 1639 to 1818.

1. Charles, King of England, to Sir Ferdinand Gorges, of a part or portion of the country of America commonly called by the name of New England. The portion of the Maine land and premises aforesaid shall forever hereafter be called and named the province or country of Maine. (April 3, 1639. Court Records Book A, p. 1.)

2. Sir Ferdinando Gorges to Thomas Jocelin, Richard Vines, Francis Champernon, and others, commissioning them as councillors, and appointing Richard Vines as his steward-general. (September 2, 1639. Court Records Book A, p. 28.)

3. Richard Vines to Thomas Furnell, of Kittery, "two islands lying and being on the northeast side of Piscataqua River, commonly called or known by the name of Puddington Islands." (May 3, 1645. Records of Deeds, B. 1, p. 16.)

4. Administration granted to Temperance Fernald on the estate of her husband, Thomas Fernald, late of Kittery, deceased. The inventory of his estate includes an island, with a small island adjoining, called Jamaica. (November 3, 1697. Probate Records, B. 1, p. 43.)

5. Temperance Fernald makes an agreement with her surviving children, Samuel Fernald, Samuel Pray's wife, Stephen Eastwick's wife, Anne Fernald, Hercules Fernald, Patience Atkins, Charles Kelly's wife, and Sarah Henderson.

The said Temperance has caused a survey to be made of the island, and giveth each the privilege of building a house and enclosing land for a garden, not exceeding half an acre. (November 20, 1702. Probate Records, B. 2, p. 37.)

6. Samuel Fernald conveys to his son, Samuel Fernald, jr., a lot of land on the island called Fernald's Island whereon I now live, containing 1 acre 100 rods. (November 6, 1733. Probate Records, B. 17, p. 60.)

7. Samuel Fernald to John Davis, of ¼ acre on Fernald's Island. (June 10, 1726. Probate Records, B. 28, p. 265.)

8. Mary Davis, admx. John Davis, to Samuel Pray, of ¼ acre of land on Fernald's Island. (August 29, 1745. Probate Records, B. 28, p. 263.)

9. Samuel Fernald, by will, approved February 20, 1745, devises to his son Samuel all right to land I now possess on the island. The inventory of his estate includes 14½ acres of land. (Probate Records, B. 6, p. 189.)

10. The inventory of Samuel Pray includes 16 acres of land on Fernald's Island. (May 10, 1722. Probate Records, B. 3, p. 86.)

11. Samuel Pray, jr., to Roland Jenkins, 3 acres of land on Fernald's Island. (August 19, 1740. Probate Records, B. 28, p. 264.)

12. Same to same, ¼ acre on Fernald's Island. (July 24, 1742. Probate Records, B. 28, p. 266.)

13. Same to same, 4 acres on Fernald's Island. (June 27, 1755. Probate Records, B. 33, p. 120.)

14. Same to same, 8¾ acres on Fernald's Island. (March 7, 1758. Probate Records, B. 35, p. 198.

15. Letters of administration of estate of Hercules Fernald, granted to Sarah, his widow. (May —, 1731. Probate Records, B. 4, p. 10.)

16. Inventory includes 17 acres of land.

17. Division deed between John, only son of Hercules Fernald, deceased, and Thomas Fernald and Sarah his wife, and Samuel Gunnison and his wife, only daughters of deceased, in which the daughters convey to John all their interest in that part of Fernald's Island which belonged to their said father, Hercules Fernald. (May 8, 1747. Probate Records, B. 7, p. 72.)

18. John Kennard and Elizabeth, his wife, to Stephen Seavey, quitclaim deed.

All that part of Fernald's Island in Kittery which the said Kennard hath in right of his wife who is sole heir of Mrs. Patience Atkins, deceased, who was one of the children of Thomas Fernald, deceased, who died seized of said island. The said part of said island being about 16 acres. (June 20, 1721. Probate Records, B. 12, p. 92.)

19. Charles Kelley to John Adams, of a lot of land lying on the island of his late father-in-law, Thomas Fernald. (March 20, 1718. Probate Records, B. 9, p. 54.)

20. John Adams to Mary Kelley. (March 14, 1721. Probate Records, B. 12, p. 93.)

21. Mary Kelley only surviving child and heiress of Joanna Kelley, formerly Joanna Fernald, a daughter and heir of Thomas Fernald deceased, to Stephen Seavey, of *all the land on Fernald's Island in Kittery, which belonged to her said mother Joanna, containing about 16 acres.* (March 14, 1721. Probate Records, B. 12, p. 93).

22. Letters of administration granted to John Henderson, of the estate of William Henderson. (July —, 1732. Probate Records, B. 4, p. 126.)

23. His inventory includes 16¼ acres of land on Fernalds Island, and the court of probate decreed that it should be settled upon John Henderson, the only son, he paying Sarah, the only daughter, 44 pounds 2 shillings. (Probate Records, B. 4, p. 128.)

24. John Henderson to *Stephen Seavey* of *about 17 acres* of land on Fernald's Island, being same which belonged to his father, William Henderson, and his mother, Sarah Henderson. (March 20, 1730. Probate Records B. 14, p. 169.)

25. Letters of administration upon the estate of Stephen Seavey, deceased, granted to Mary Seavey, his widow, and Stephen Seavey, his son, September, 1742. His inventory includes 49½ *acres of land on Fernald's Island.* (Probate Records, B. 6, p. 3.)

26. Mary Seavey and Stephen Seavey, administrators of the estate of Stephen Seavey, deceased, convey to Benjamin Miller, jr., the several lots of land on *Fernald's Island*, bought of Charles Kelley, John Kennard, and John Henderson, containing about 49½ acres. (December 10, 1744. Probate Records, B. 25, p. 85.)

27. Benjamin Miller, quitclaims to Stephen Seavey, jr., the same (49½ acres on Fernald's Island). November 11, 1744. Probate Records, B. 25, p. 85. Acknowledged December 18, 1744.)

28. Samuel Fernald, jr., to Nathaniel Sparhawk, trustee for William Pepperrell Sparhawk. All his part of an island containing about 17 acres, devised to him in the will of his late father, Samuel Fernald. July 18, 1764. (Probate Records, B. 38, p. 71.)

29. William Pepperrell to Joseph Jenkins, about 16 acres of land of Fernald's Island, being same that Samuel Fernald conveyed to him by name of William Pepperrell Sparhawk. (August 16, 1773. Probate Records, B. 42, p. 244.)

30. Catherine Emery, administratrix of estate of Joseph Jenkins, conveyed same to Stephen Jenkins (16 acres). (July 3, 1794. Probate Records, B. 57, p. 44.)

31. Stephen Jenkins to Henry Trefethen, ½ of 16 acres on Fernald's Island. (July 4, 1794. Probate Records, B. 57, p. 45.)

32. Division deed between Jenkins and Trefethen; Jenkins takes the northerly half of the lot. (July 3, 1794. Probate Records B. 60, p. 71.

33. Henry Trefethen quitclaims his part to Eunice Fernald, wife of Hercules Fernald. (April 17, 1797. Probate Records, B. 61, p. 217.)

34. Roland Jenkins to his son Joseph Jenkins, 7 acres of his homestead on Seaveys Island. (August 17, 1773. Probate Records, B. 42, p. 245.)

35. Roland Jenkins to his son William Jenkins, two acres of land on the island where he now dwelleth. (August 16, 1769. Probate Records, B. 64, p. 168.)

36. Roland Jenkins to his son Stephen Jenkins, 7 acres of his homestead. (September 10, 1773. Probate Records, B. 49, p. 186.)

37. Roland Jenkins to Alice Jenkins, all that part of my homestead which I sold to my son Joseph Jenkins upon condition of his providing me with 3½ cords of wood annually, which wood has not been provided. (October 21, 1778. Probate Records, B. 55, p. 227.)

38. William Jenkins to Stephen Jenkins, 2 acres of *Seaveys Island.* (December 10, 1799. Probate Records, B. 64, p. 169.)

39. Alice Jenkins to Joseph Jenkins, 7 acres of land and buildings *on Seaveys Island.* (May 17, 1806. Probate Records, B. 74, p. 255.)

40. Stephen Jenkins to John Jenkins, 18 acres of land and buildings on Fernald's Island, being 2 acres purchased of his brother William, 7 acres of his father Roland, and the residue of the administrator of Joseph Jenkins. (January 14, 1804. Probate Records, B. 71, p. 38.)

41. John Fernald by will approved April, 1790, devises to his wife Margaret the use of his real estate for her life, and at decease to his son Archelaus in fee. (Probate Records, B. 15, p. 358.)

42. John Brown and Mary, his wife, to Henry Trefethen, all interest in a small parcel of land on the easterly end of the island. All which was the right of our grand-

mother Elizabeth Eastwick, deceased wife of Stephen Eastwick, deceased, about 8 acres. (July 16, 1768. Probate Records, B. 54, p. 83.)

43. Ebenezer Pray and Elizabeth, his wife, as one of the heirs of our grandmother Elizabeth Eastwick, to Henry Trefethen. (October 6, 1769, Probate Records, B. 54, p. 84).

44. Henry Trefethen to John Trefethen, all he purchased of John Brown and Ebenezer Pray. (April 5, 1796. Probate Records, B. 61, p. 188.)

45. Stephen Seavey to Henry Trefethen, 16 acres of land, being part of Fernald's Island. (October 15, 1784. Probate Records, B. 54, p. 84.)

46. Stephen Seavey to John Trefethen, 2 acres in Kittery, adjoining land of Henry Trefethen and the river. (June 16, 1792. Probate Records, B. 57, p. 56.)

47. Stephen Seavey to Josiah Davis, 14 acres on Seavey's Island, providing said Davis shall furnish him with meat, drink, lodging, apparel, etc., during life. (November 14, 1796. Probate Records, B. 60, p. 65.

48. Stephen Seavey to Ann Gibson, his daughter, of about 40 acres of land on Fernalds Island, with buildings, being all his real estate on the island. (May 16, 1803. Probate Records B. 83, p. 191.)

49. John Trefethen to Henry Trefethen of all the land he purchased of Stephen Seavey. (April 5, 1796. Probate Records B. 59, p. 186.)

50. Ann Gibson, widow, to James Day, 40 acres of land on Fernalds Island, being all the estate conveyed to her by Stephen Seavey May 16, 1803. (November 8, 1806. Probate Records B. 75, p. 268.)

51. James Day to Samuel Bowles of a parcel of land on Fernalds Island. (August 23, 1813. Probate Records B. 95, p. 84.)

52. James Day to Thomas Haven, 40 acres on Fernalds Island, being all the land and buildings conveyed to said Day by Ann Gibson, excepting the lot sold to Samuel Bowles. (April 6, 1818. Probate Records B. 99, p. 168.)

53. Samuel Bowles to Henry Sterling of lot and buildings that he purchased of James Day. (November 13, 1816. Probate Records B. 96, p. 192.)

54. Henry Trefethen to Abigail Card, wife of Thomas Card, of 3,600 square feet in Kittery, easterly of Hendersons Point. (August 25, 1796. Probate Records B. 70, p. 105.)

55. Thomas and Abigail Card to John Card, ¼ of real estate purchased of Henry Trefethen as above. (April 21, 1801. Probate Records B. 70, p. 106.)

56. Abigail Card, widow, to William Trefethen, jr., of the easterly half of 3,600 feet of land near Hendersons Point. (April 22, 1816. Probate Records B. 95, p. 21.)

57. Henry Trefethen to William, his son, ¼ of a tract of land near Hendersons Point, with ¼ part "where they land wood," ¼ part of the cove, and ¼ part of the buildings. Also ¼ of the pasture which formerly belonged to Stephen Seavey. (June 1, 1796. Probate Records B. 95, p. 17.)

58. William Trefethen to Jacob Cutter of ¼ part of real estate, being same conveyed to said William by his father Henry. (April 19, 1816. Probate Records B. 95, p. 17.)

59. Henry Trefethen, by will approved November, 1797, devised all his real estate to his wife Phebe for her life, and at her decease to her sons John, Henry, Daniel, William, James; daughters, Mary Sterling, Sarah Horne, Eunice Fernald, Phebe Card. (Probate Records B. 17, p. 477.)

Deed from Thomas Haven to Roger Dearing. York, *ss.* Registry of deeds. Received October 20th, 1866, at 2½ h. p. m., and recorded in Book 301, pages 18 and 20. Attest, Samuel Tripp, register. Executed July 20th, 1830, Seavey's Island.

To all people to whom these presents shall come, greeting:

Know ye, That I, Thomas Haven, of the city of Philadelphia, administrator of the estate of James Trefethen, late of Kittery, in the county of York, mariner, deceased, having obtained license from the court of probate, holden at South Berwick, *within and for the said* county of York, on the first day of February last past, to

sell and convey, of the real estate of said deceased, to the value of three hundred and ten dollars, for the payment of the said deceased's debts and incidental charges; and having, agreeably to the directions of the said court, given due notice of said sale, did, on the fourteenth day of April last past, pursuant to the license and notice aforesaid, sell, at public vendue, to Roger Dearing, junr., of Kittery aforesaid, mariner (he being the highest bidder), real estate, hereafter described, being part of the real estate of the said deceased, for the sum of one hundred twenty-one dollars; which vended premises are described as follows, viz, five-eighteenths of a small lot of land and half of the storehouse, and five-eighteenths of the other buildings thereon, situated in said Kittery, on Seaveys Island (so called), containing in the whole lot two acres one hundred and thirty rods. Bounded: Beginning at the southwesterly corner of land of Daniel Trefethen by the river, and running north eighty-five degrees east twelve and a half rods by said Daniel's land; thence south two degrees west by land of James Trefethen, ten and a half rods; thence bounded easterly by the cove, southerly, westerly and northerly by the river, to the bounds first begun at. The aforesaid parts of said lot and buildings I sell and convey, lying in common with Henry Trefethen and others, and subject to the right of dower of widow, Abigail Trefethen, in the same.

Therefore, I, the said Thomas Haven, do by virtue of the power and authority with which I am as aforesaid vested, and in consideration of the aforesaid sum of one hundred twenty-one dollars to me paid by him the said Roger Dearing, jr., the receipt whereof I do hereby acknowledge, have given, granted, and sold, and by these presents do give, grant, sell, and convey to him, the said Roger Dearing, jr., his heirs and assigns forever, the above-described premises, with all the privileges and appurtenances to the same belonging:

To have and to hold the same in manner as aforesaid, to him, the said Roger Dearing, jr., his heirs and assigns forever; and I, the said Thomas Haven, in my said capacity, do covenant to and with him, the said Roger Dearing, jr., his heirs and assigns, that the said James Trefethen, deceased, died seized of the above granted premises in his own right; that I as administrator as aforesaid am lawfully seized of the same; that I have good right and lawful authority to sell and convey the same in manner as aforesaid; and that I will warrant, secure, and defend the same granted premises to him, the said Roger Dearing, jr., his heirs and assigns, against the lawful claims of all persons holding by or under me.

In witness whereof I hereunto set my hand and seal in my said capacity this twentieth day of July, in the year of our Lord one thousand eight hundred and thirty.

THOMAS HAVEN. [SEAL.

Signed, sealed, and delivered in presence of—
JACOB SHEAFE.
THEADORE PARKER.

YORK, *ss. July 17th, 1830:*

The within-named Thomas Haven personally acknowledged the within instrument by him subscribed to be his free act and deed. Before me—

THEODORE PARKER,
Justice of the Peace.

Mortgage deed from Roger Dearing to Alexander Ladd, ex'r. York *ss.* Registry of deeds. Received January 10th, 1837, and recorded in Book 157, pages 103 and 4. Attest: Benjamin J. Herrick, register. Executed December 31st, 1836, Seaveys Island.

Know all men by these presents:

That I, Roger Dearing, of Kittery, in the county of York, and State of Maine, mariner, for and in consideration of the sum of nineteen hundred and fifty-four $\frac{53}{100}$ dollars, to me in hand, before the delivery hereof, well and truly paid by Alexander

Ladd, of Portsmouth, in the county of Rockingham, and State of New Hampshire, merchant, and executor of the will of Nathaniel A. Haven, late of said Portsmouth, merchant, deceased, the receipt whereof I do hereby acknowledge, have given, granted, bargained, sold, and by these presents do give, grant, bargain, sell, alien, enfeoff, convey, and confirm unto the said Alexander Ladd, in his capacity of executor as aforesaid, and to his successors and assigns forever, in said trust, the whole of a certain lot or parcel of land with the buildings thereon, situate in said Kittery, on an island in Piscataqua River, now or formerly known by the name of Friendless Island, and bounded as follows: Southerly on land late of Henry Trefethrens, northerly and easterly on land now or late of Stephen Jenkins, and westerly on Piscataqua River, containing by estimate forty acres, more or less, being all the land and buildings on said island which I purchased of Thomas Haven, formerly of said Portsmouth, one-half by his deed dated May 4th, 1825, on record, and one-half by his deed dated November 28th, 1828; also on record, together with the house and land purchased by me, and said Thomas Haven of Henry Sterling, as by his deed recorded York County records, 33 and 34 pages of the 124th book, wil appear reference to all said deeds being had for a more particular description of the premises, being the same premises which I conveyed to said Thomas Haven by deed of mortgage dated November 28th, 1828, recorded York County records 39th page of 132d book, and the same which said Thomas Haven by deed of assignment, dated January 27th, 1829, recorded York County records, 110th page of the 131 book, conveyed to the said Nath'l A. Haven, deceased, excepting and reserving from this conveyance about two and three-quarter acres, which I have since conveyed to John Jenkings, *to have and to hold* the said granted premises, with all the privileges and appurtenances to the same belonging, to him, the said Alexander Ladd, in his capacity aforesaid, his successors and assigns, to his and their only proper use and benefit forever. And I, the said Roger Dearing, my heirs, executors, and administrators, do hereby covenant, grant, and agree to and with the said Alexander Ladd, his successors and assigns, that until the delivery hereof I am the lawful owner of the said premises and am seized and possessed thereof in my own right in fee simple, and have full power and lawful authority to grant and convey the same in manner aforesaid; that the said premises are free and clear of all and every incumbrance whatsoever, except as aforesaid, and that I, my heirs, executors, and administrators, shall and will warrant the same to him, the said Alexander Ladd, in his capacity aforesaid, and to his successors and assigns, against the lawful claims and demands of any person or persons whomsoever.

And I, Lucinda Dearing, wife of said Roger, for the consideration aforesaid, do hereby relinquish and surrender to said Alexander Ladd, executor, his successors or assigns, all my right and possibility of dower in the above mentioned and described premises; provided, nevertheless, and this deed is upon this condition, that if said Roger Dearing, his heirs or assigns, shall well and truly pay or cause to be paid unto said Alexander Ladd, executor, his successors or assigns, a certain promissory note bearing even date herewith and signed by said Dearing, payable to said Ladd, executor, on his order, for the sum of nineteen hundred and fifty-four $\frac{53}{100}$ dollars, on demand, with interest annually until paid, then this deed to be null and void; otherwise to remain in full force and virtue.

In witness whereof we, the said Roger Dearing and Lucinda, his wife, have hereunto set our hands and seals this thirty-first day of December, in the year of our Lord one thousand eight hundred and thirty-six.

ROGER DEARING. [SEAL.]
LUCINDA DEARING. [SEAL.]

Signed, sealed, and delivered in the presence of—
CHARLES STINSOM.
ROBERT PAGE.

STATE OF MAINE,

Kittery, York County, ss:

The thirty-first day of December, in the year of our Lord one thousand eight hundred and thirty-six: Then the above-named Roger Dearing and Lucinda, his wife, personally appearing, acknowledged the above written instrument by them subscribed to be their free act and deed, before me.

CHARLES STINSOM,
Justice of Peace.

Know all men by these presents:

That I, Alexander Ladd, within named, in consideration of one dollar to me paid by Alfred W. Haven and Eliza W. Haven as trustees of Horace A. Haven and his sisters under will of Nathaniel A. Haven, the receipt whereof I do hereby acknowledge, do hereby grant, assign, release, and convey unto the said Alfred and Eliza, their heirs and assigns, the premises within conveyed to me in mortgage, and all my right, title, interest, and estate in and to the same. To have and to hold the same to the said Alfred and Eliza, their heirs and assigns, to them and their use forever. And I hereby covenant for myself, my heirs, executors, and administrators, to and with the said Alfred and Eliza, their heirs and assigns, that I will warrant and defend the same to them, their heirs and assigns, against the lawful claims and demands of all persons claiming by, from, or under me, or estate of Nathaniel A. Haven.

In witness whereof I have herewith set my hand and seal this 15th March A. D. 1837.

ALEXANDER LADD, [SEAL.]
Executor.

Signed, sealed, and delivered in the presence of—
THOMAS HAVEN.
W. H. Y. HACKETT.

NEW HAMPSHIRE, *Rockingham, ss:*

This 15th March, 1837, personally appeared Alexander Ladd and acknowledged the above written instrument by him subscribed to be his voluntary deed, before me.

W. H. Y. HACKETT,
Justice of the Peace.

Know all men by these presents:

That I, the within-named Alfred W. Haven, in consideration of the payment of the sum of money named in the condition of the within deed, do hereby release and quitclaim to the within-named Roger Deering, his heirs and assigns, the within-mortgaged premises, and all the right and title which I, the said Alfred and Eliza W. Haven, within named, have to the same by virtue of the assignment on this page by Alexander Ladd, executor, to us, meaning hereby fully to discharge and acquit said mortgage, which is recorded on York County records, book 157, pages 103 and 104.

In witness whereof I have hereunto set my hand and seal this fifth day of December, A. D. one thousand eight hundred and forty-five.

ALFRED W. HAVEN. [SEAL.]

Signed, sealed, and delivered in the presence of—
ALBERT R. HATCH.

NEW HAMPSHIRE, *Rockingham, ss:*

This fifth day of December, A. D., 1845, personally appeared the above-named Alfred W. Haven, and acknowledged the above written instrument by him subscribed to be his voluntary deed, before me.

ALBERT R. HATCH,
Justice of the Peace.

Discharge of the within mortgage by Alfred W. Haven, assignee.

York, ss: Registry of deeds:

Received October 20, 1866, at 2¼ o'clk. p. m., and recorded in book 301, page 21 and 22.

Attest:

SAMUEL TRIPP,
Register.

Assignment of mortgage, Alexander Ladd to Alfred W. Haven and al.

York, ss: Registry of deeds:

Received October 20, 1866, at 2¼ o'clk. p. m., and recorded in book 301, page 20 and 21.

Attest:

SAMUEL TRIPP,
Register.

Deed. Thomas A. Sterling to William Tarlton. York, *ss.* Registry of Deeds. Received January 14, 1858, at 2h. 40m. p. m., and recorded in book 256, pages 230-2. Attest: S. C. Adams, register. Executed January 14th, 1858. Seavey's Island.

Know all men by these presents:

That I, Thomas A. Sterling, of Kittery, in the county of York and State of Maine, joiner, for and in consideration of the sum of eleven hundred dollars to me in hand before the delivery hereof, well and truly paid by William Tarlton, of Kittery, county and State aforesaid, yeoman, the receipt whereof I do hereby acknowledge, have given, granted, bargained, and sold, and by these presents do give, grant, bargain, sell, alien, enfeoff, convey, and confirm, unto the said William Tarlton, his heirs and assigns forever.

A certain lot of land situated on Seaveys Island, in said Kittery, containing one-fourth of an acre, be the same more or less, bounded as follows, viz: On the north, one hundred and ninety-six feet, by land of Samuel Odiorne; easterly, by the road, one hundred and fifty-eight feet; south, by land of Edwin S. Appleton, ninety feet; west, by the river, fifty-one feet, to the bounds first began at (with a privilege to obtain water at the well of said E. S. Appleton), with the buildings thereon standing.

To have and hold the said granted premises, with all the privileges and appurtenances to the same belonging, to him, the said William Tarlton, his heirs and assigns, to him and their only proper use and benefit forever. And I, the said Thomas A. Sterling, my heirs, executors, and administrators, do hereby covenant, grant, and agree to and with the said William Tarlton, his heirs and assigns, that until the delivery hereof I am the lawful owner of said premises, and am seized and possessed thereof in my own right in fee simple, and have full power and lawful authority to grant and convey the same in manner aforesaid that the said premises are free and clear of all and every incumbrance whatsoever, and that I and my heirs, executors, and administrators shall and will warrant and defend the same to the said William Tarlton, his heirs and assigns, against the lawful claims and demands of any person or persons whomsoever.

The condition of the foregoing deed is such that if the said Thomas A. Sterling, his heirs, executors, and administrators, shall well and truly pay unto the said William Tarlton, his heirs and assigns, the sum of eleven hundred dollars, with interest until paid, on or before the fourteenth day of January, one thousand eight hundred and sixty-three, secured by a note bearing even date with these presents, given by me to the said Tarlton, then the foregoing deed and note is to be void and of no effect; otherwise to remain in full force and virtue.

In witness whereof I have hereunto set my hand and seal the fourteenth day of January, in the year of our Lord one thousand eight hundred and fifty-eight.

THOMAS A. STERLING. [SEAL.]

Signed, sealed, and delivered in presence of—

SAMUEL ODIORNE.

SETH STERLING.

STATE OF MAINE, *York, ss:*

January 14th, 1858, personally appearing the above-named Thomas A. Sterling, acknowledged the foregoing instrument to be his free act and deed. Before me—

SAMUEL ODIORNE,
Justice of the Peace.

I, William Tarlton, the within-named mortgagee, hereby acknowledge satisfaction and payment of the debt secured by the within deed of mortgage, and do hereby fully discharge the same; and do release all my right, title, and interest in the within described real estate to the said Thomas A. Sterling, his heirs and assigns forever.

Witness my hand and seal October 6th, 1866.

WILLIAM TARLTON. [SEAL.]

Executed and delivered in presence of—
FRANCIS BACON.

STATE OF MAINE:

October 6, 1866, then the said William Tarlton acknowledged the above instrument to be his free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

YORK, *ss. Registry of Deeds:*

Received October 9th, 1866, at 2h. 40m. p. m., and entered the above release of mortgage in book 256, page 231.

Attest:

SAMUEL TRIPP,
Register.

Mortgage deed from William Morse to James Trefethen. York, *ss.* Registry of deeds. Received February 17th, 1860, at 1h. 30m. p. m., and recorded in book 268, page 294. Attest: S. C. Adams, register. Executed February 16th, 1860. Seavey's Island.

Know all men by these presents:

That I, William Morse, of Kittery, in the State of Maine, in consideration of three hundred and ninety dollars, to me paid by James Trefethen, of said Kittery, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said James Trefethen and to his heirs and assigns forever.

A certain piece of land, with the dwelling house and other buildings thereon, situate on the westerly side of Trefethen's Island, in said Kittery, and bounded and described as follows: Beginning on the westerly side of the road on said island at the corner of Cushman Prior's land, and running by said Cushman Prior's land at right angles with the road eighty-six feet, thence turning a right angle and running parallel with said road sixty feet, thence turning a right angle and running parallel with the first course eighty-six feet to said road, thence by said road sixty feet to the place begun at, containing 5,100 square feet, with a privilege to pass and repass over and across the land to the river in a westerly direction, and being the same premises which I bought of John Prior by deed recorded in York register, book 261, page 119.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said James Trefethen, and to his heirs and assigns, to their use and behoof forever; and I do covenant with the said James Trefethen and his heirs and assigns that I am lawfully seized in fee of the premises, that they are free of all incumbrances, that I have good right to sell and convey the same to the said James Trefethen to hold as aforesaid, and that I and my heirs will *warrant* and *defend* the same to the said James Trefethen, and to his heirs and assigns forever, against the lawful claims and demands of all persons.

Provided nevertheless, That if the said William Morse or his heirs, executors, or administrators shall pay or cause to be paid to the said James Trefethen, or his heirs or assigns, the said sum of three hundred and ninety dollars, with interest annually, in six years from date, according to the tenor of a certain note of even date herewith, wherein said Morse promises to pay said Trefethen said sum of three hundred and ninety dollars in six years, with interest annually, then this deed and said note shall be void.

In witness whereof, I, the said William Morse, and I, Emily I. Morse, wife of said William Morse, in testimony of my relinquishment of my right of dower in the above-described premises, have hereunto set our hands and seals this sixteenth day of February, in the year of our Lord one thousand eight hundred and sixty.

WILLIAM MORSE. [SEAL.]
EMILY I. MORSE. [SEAL.]

Signed, sealed, and delivered in presence of—

STILLMAN B. ALLEN.

YORK, *ss.*

February 16th, 1860, personally appeared William Morse, above named, and acknowledged the above instrument to be his free act and deed. Before me—

STILLMAN B. ALLEN,
Justice of the Peace.

Know all men that I, James Trefethen, the within-named mortgagee, do acknowledge satisfaction and payment of the debt secured by the within deed of mortgage, and do hereby fully discharge said mortgage, this fifteenth day of June, A. D. 1866.

JAMES TREFETHEN.

Witness:
F. BACON.

YORK, *ss. Registry of Deeds:*

The within mortgage deed was cancelled upon the records by the mortgagee within named August 12th, 1863.

October 20, 1866.

Attest: SAMUEL TRIPP,
Register.

Mortgage deed from William Morse to James Trefethen. York *ss.* Registry of deeds, received February 8th, 1864, at 8h. a. m., and recorded in book 283, page 154. Attest: Samuel Tripp, register. Executed January 8th, 1864, Seaveys Island.

Know all men by these presents:

That I, William Morse, of Kittery, in the county of York, and State of Maine, in consideration of five hundred dollars paid by James Trefethen, of said Kittery, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto said James Trefethen, his heirs and assigns forever,

A lot of land with the dwelling house and other buildings thereon, situated on the westerly side of Trefethens Island, in said Kittery, containing 5,100 square feet and bounded thus: Commencing on the westerly side of the road on said island at the corner of land of John Prior, thence running by said Prior's land at a right angle with said road eighty-six feet, then at a right angle eighty-six feet to the road, thence by said road sixty feet to the point begun at, with a privilege to pass and repass over and across the land to the river in a westerly direction. Intending hereby to convey the same real estate which John Prior conveyed to me by deed recorded in York Registry, book 261, page 119.

To have and to hold with all the privileges and appurtenances thereof, to the said James Trefethen, his heirs and assigns, to their use and behoof forever. And I do *covenant with* the said Trefethen, his heirs and assigns, that I am lawfully seized in *fee of the premises,* that they are free of all incumbrances, that I have good right

to sell and convey the same to said Trefethen to hold as aforesaid; and that I and my heirs will warrant and defend the same to the said Trefethen, his heirs and assigns forever, against the lawful claims and demands of all persons.

Provided, neverless, That if the said William Morse, his heirs, executors, or administrators, shall pay to the said James Trefethen or his legal representatives the sum of five hundred dollars in five years from date hereof, with interest annually, according to the tenor of a certain promissory note of the same date herewith, given by the said Morse to the said Trefethen, or order, for the said sum with interest as aforesaid, then this deed and said note shall be void.

In witness whereof we, the said William Morse and Emily I. Morse, wife of the said William, in testimony of her relinquishment of her right of dower in the premises, have hereunto set our hands and seals this eighth day of January, in the year of our Lord one thousand eight hundred and sixty-four.

WILLIAM MORSE. [SEAL.]
EMILY J. MORSE. [SEAL.]

Signed, sealed, and delivered in presence of—
FRANCIS BACON.
DANIEL A. HILL.

STATE OF MAINE, *York, ss:*

January 8, 1864, personally appeared William Morse and acknowledged the above instrument to be his free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

I, James Trefethen, the within-named mortgagee, acknowledge satisfaction and payment of the debt secured by the within deed of mortgage, and do hereby fully discharge said mortgage this fifteenth day of November, A. D. 1864.

JAMES TREFETHEN.

YORK, *ss: Registry of Deeds:*

Received March 8, 1865, at 1¼ p. m., and recorded the above discharge of mortgage upon the margin of the record of the within deed. Book 283, page 154.

Attest:

SAMUEL TRIPP, *Register.*

Warranty deed, from Cushman Prior to John C. Prior. York *ss:* Registry of deeds. Received October 20, 1866, at 7 h. p. m. and recorded in book 300, page 42. Attest: Samuel Tripp, Register. Executed April 9th, 1864. Seaveys Island.

Know all men by these presents:

That I, Cushman Prior, of Kittery, in the county of York, State of Maine, in consideration of fifty dollars paid by John C. Prior, of said Kittery, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said John C. Prior, his heirs and assigns forever, a lot of land situated in said Kittery, on Seaveys Island, and bounded as follows, to wit: By the main road over said island, by land of William Morse, by a lane 15 feet wide adjoining land, which I have this day conveyed to Daniel J. Prior, and by land which I have heretofore conveyed to said John C. Prior, reserving to the owners of lots sold by me the right of free passage through said lane.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said John C. Prior, his heirs and assigns, to their use and behoof forever; and I do covenant with the said John C. Prior, his heirs and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said John C. Prior to hold as aforesaid, and that I and my heirs will warrant and defend the same to the said John C. Prior and assigns forever against the lawful claims and demands of all persons.

In witness whereof, we, the said Cushman Prior and Deborah R. Prior, wife of the said Cushman, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this ninth day of April, in the year of our Lord one thousand eight hundred and sixty-four.

CUSHMAN PRIOR. [SEAL.]
DEBORAH PRIOR. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
SARAH R. PRIOR.

STATE OF MAINE, *York, ss:*

April 9, 1864, personally appeared Cushman Prior and acknowledged the above instrument to be his free act and deed. Before me.

FRANCIS BACON,
Justice of the Peace.

Quit-claim deed from Stephen S. Spinney to Edwin S. Appleton. York *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 297, page 533. Attest, Samuel Tripp, register. Executed July 26, 1866. Seavey's Island.

Know all men by these presents:

That we, Stephen S. Spinney, Meshach T. Spinney, Sarah A. W. Spinney, and Parmela Bowden, wife of Henry Bowden, all of Kittery, in the State of Maine, in consideration of one dollar paid by Edwin S. Appleton, of said Kittery, the receipt whereof we do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quit claim unto the said Edwin S. Appleton, his heirs and assigns forever, *all* our right, title, and interest in and to a lot of land on Seaveys Island, in said Kittery, containing about two and three-quarters acres, with the buildings thereon, being the same premises conveyed by Ezra H. Willard to our late father, Joseph H. Spinney, deceased, by deed of mortgage dated May 26, 1836, and recorded in York Registry Book 155, page 242. It being our purpose by this conveyance to discharge said mortgage, the debt secured thereby having been fully paid and satisfied, our right in the premises having accrued to us as children and heirs at law of the said deceased.

To have and to hold the same, together with all the privileges and appurtenances thereto belonging, to him, the said Edwin S. Appleton, his heirs and assigns forever, and we do covenant with the said Edwin S. Appleton, his heirs and assigns, that we will warrant and forever defend the premises to the said Edwin S. Appleton, his heirs and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under us.

In witness whereof, we, the said Stephen, Meshach, Sarah, and Parmela, have hereunto set our hands and seals this twenty-sixth day of July, in the year of our Lord one thousand eight hundred and sixty-six.

STEPHEN S. SPINNEY. [SEAL.]
MESHACH T. SPINNEY. [SEAL.]
SARAH A. W. SPINNEY. [SEAL.]
PARMELA A. BOWDEN. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.

STATE OF MAINE, YORK, *York, ss:*

JULY 26, 1866.

Personally appeared Stephen S. Spinney and acknowledged the above instrument to be his free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Quitclaim deed from James Trefethen to Charlotte M. Bridge. York *ss.* registry of deeds. Received October 20, 1866, at 7h. p. m., and recorded in book 297, page 534. Attest: Samuel Tripp, register. Executed July 27th, 1866. Seaveys Island.

Know all men by these presents:

That I, James Trefethen, of Kittery, in the county of York, State of Maine, in consideration of one dollar paid by Charlotte M. Bridge, wife of Horatio Bridge, of Washington, in the District of Columbia, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said Charlotte M. Bridge, his heirs and assigns forever, all my right, title, and interest in and to a lot of land containing about seven acres, and the buildings thereon, situated on Seaveys Island, in said Kittery, being the same premises conveyed to me by Mary B. Jenkins, by deed of mortgage, dated March 9, 1841, and recorded in York registry book 172, page 48, it being my purpose by this conveyance to discharge said mortgage, the debt secured thereby having been fully paid and satisfied.

To have and to hold the same, together with all the privileges and appurtenances thereto belonging, to the said Charlotte M. Bridge, her heirs and assigns forever. And I do covenant with the said Charlotte M. Bridge, her heirs and assigns, that I will *warrant* and forever *defend* the premises to the said Charlotte M. Bridge, her heirs and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under me.

In witness whereof I, the said James Trefethen, have hereunto set my hand and seal this twenty-seventh day of July, in the year of our Lord one thousand eight hundred and sixty-six.

JAMES TREFETHEN. [SEAL.]

Signed, sealed, and delivered in the presence of—

FRANCIS BACON.

STATE OF MAINE, *York, ss:*

July 27, 1866, personally appeared James Trefethen and acknowledged the above instrument to be his free act and deed.

FRANCIS BACON,
Justice of the Peace.

Quitclaim deed from Phebe Abrams to George B. Preble, York *ss.* registry of deeds. Received October 20, 1866, at 7h. p. m., and recorded in book 297, page 531. Attest: Samuel Tripp, register. Executed July 28th, 1866. Seaveys Island.

Know all men by these presents:

That I, Phebe Abrams, of Portsmouth, County of Rockingham and State of New Hampshire, in consideration of one dollar to me paid by George B. Preble, of Kittery, York County, and State of Maine, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey and forever quitclaim unto the said George B. Preble, his heirs and assigns forever, all my right, title, and interest in and to dower in and to the following described real estate in the town of Kittery, county and State aforesaid, viz., the island known as Jamaica Island, being one of the islands in the Piscataqua River, with all the buildings thereon, and all the appurtenances thereto belonging, and containing about 12 acres, more or less. Also my right of dower to a lot of land on Seaveys Island, adjoining said Jamaica Island, and containing seven acres, more or less, and known by the name of Jamaica Point, of which my husband, John Abrams, was heretofore seized and by him conveyed to Esaias Preble, as will appear by his deed in York County records, book 170, pages 77 and 78, reference being had thereto.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging, to him, the said George B. Preble, his heirs and assigns forever. And I do covenant with the said George B. Preble, his heirs and assigns, that I will *warrant* and forever *defend* the premises to him, the said George B. Preble, his heirs

and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under me.

In witness whereof we, the said Phebe Abrams and John Abrams, husband of the said Phebe, who joins in this deed in token of his consent to the above release, have hereunto set our hands and seals this twenty-eighth day of July, in the year of our Lord one thousand eight hundred and sixty-six.

PHEBE ABRAMS. [SEAL.]
JOHN ABRAMS. [SEAL.]

Signed, sealed, and delivered in the presence of—
J. M. EDMONDS.

STATE OF NEW HAMPSHIRE, *Rockingham, ss:*

July 28, 1866, personally appeared Phebe Abrams and John Abrams, and acknowledged the above instrument to be their free act and deed. Before me.

J. M. EDMONDS,
Justice of the Peace.

Deed from Charles H. Ladd, adm'r, to Cushman Prior and als. York *ss.* registry of deeds. Received October 20, 1866, at 7h. p. m., and recorded in book 301, pages 17 and 18. Attest: Samuel Tripp, register. Executed July 30th, 1866, Seaveys Island.

Know all men by these presents:

That I, Charles H. Ladd, administrator de bonis non of the estate of Nathaniel A. Haven, late of Portsmouth, in the State of New Hompshire, deceased, in consideration of one dollar paid by Cushman Prior, of Strathan, in said State, and John Prior, of said Strathan, the receipt whereof I do hereby acknowledge, do hereby release and quitclaim unto the said Cushman Prior and John Prior, their heirs and assigns forever:

All that parcel of land, containing about forty acres, and that lot of land and house situated on Seaveys Island, in Kittery, in the State of Maine, which one Roger Deering conveyed to Thomas Haven by deed of mortgage dated November 28, 1828, and recorded in York County registry book 132, page 39; it being my intention hereby to discharge said mortgage, the same having been assigned to the said Nathaniel A. Haven in his lifetime by the said Thomas Haven, and the debt secured thereby having been paid and satisfied, and the premises having been conveyed by said Deering to the said Cushman and John Prior.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said Cushman and John Prior, their heirs and assigns, to their use and behoof forever.

In witness whereof I, the said Charles H. Ladd, have hereunto set my hand and seal this thirtieth (30th) day of July, in the year of our Lord one thousand eight hundred and sixty-six.

CHARLES H. LADD, [SEAL.]
Admr. de bonis non.

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

July 30, 1866, personally appeared Charles H. Ladd, and acknowledged the above instrument to be his free act and deed. Before me.

FRANCIS BACON,
Justice of the Peace.

Warranty deed from James Trefethen to Henry F. Hutchings, York *ss.* registry of deeds. Received October 20, 1866, at 7h. p. m., and recorded in book 300, page 41. Attest: Samuel Tripp, register. Executed August 2d, 1866. Seaveys Island.

Know all men by these presents:

That I, James Trefethen, of Kittery, in the county of York and State of Maine, in

consideration of one hundred dollars paid by Henry F. Hutchings, of said Kittery, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said Henry F. Hutchings, his heirs and assigns forever:

A lot of land situated on Seavey's Island, in said Kittery, being the same lot upon which the brick house stands which was built by the said Hutchings, and which he now occupies as a residence. Said lot is bounded southerly and westerly by the highway, northerly by land of Daniel Trefethen, and easterly by my land.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said Henry F. Hutchings, his heirs and assigns, to their use and behoof forever. And I do covenant with the said Henry F. Hutchings, his heirs and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said Henry F. Hutchings, to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said Henry F. Hutchings, his heirs and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said James Trefethen, and Eunice, wife of the said James Trefethen, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals, this second day of August, in the year of our Lord one thousand eight hundred and sixty-six.

JAMES TREFETHEN. [SEAL.]
EUNICE X TREFETHEN. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

August 2, 1866, personally appeared James Trefethen, and acknowledged the above instrument to be his free act and deed. Before me.

FRANCIS BACON,
Justice of the Peace.

Quitclaim deed from Susan Trefethen to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 297, page 535. Attest: Samuel Tripp, register. Executed August 2d, 1866. Seaveys Island.

Know all men by these presents:

That I, Susan Trefethen, widow of William Trefethen, late of Kittery, in the county of York, State of Maine, in consideration of one dollar, paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said United States of America, and their assigns forever, all my right, title, and interest in and to any and all real estate on Seaveys Island in said Kittery; and I do *especially* release and quitclaim unto the said United States of America my right of dower in the pasture and other real estate described in a deed from Henry Trefethen to the said William Trefethen, dated June 1, 1796, and recorded in York registry of deeds, book 95, page 17, and also my right of dower in and to any other portion of said island.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging to the said United States of America and their assigns forever.

In witness whereof I, the said Susan Trefethen, have hereunto set my hand and seal this second day of August, in the year of our Lord one thousand eight hundred and sixty-six.

SUSAN (her x mark) TREFETHEN. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

August 2, 1866, personally appeared Susan Trefethen and acknowledged the above instrument to be her free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Quitclaim deed from Nancy Jenkins to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m. and recorded in book 297, page 536. Attest: Samuel Tripp, register. Executed August 8th, 1866. Seaveys Island.

Know all men by these presents:

That I, Nancy Jenkins, widow of John Jenkins, late of Kittery, in the county of York, deceased, in consideration of one dollar paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey and forever quitclaim, unto the said United States of America and their assigns forever, all my right, title, and interest in and to all lots of land and buildings situated and being on Seaveys Island, so called, in the Piscataqua River, within said town of Kittery, and all my right, title, and interest in and to said island or any portion thereof, *intending particularly* to release and relinquish to said United States of America my right of dower in and to the same, and more especially my right of dower in the real estate which my husband, the said John Jenkins, conveyed to Samuel Odiorne by deed dated August 21, 1840, and recorded in York registry book 182, pages 263, 264.

To have and to hold the same, together with all the privileges and appurtenances thereto belonging, to the said United States of America and their assigns forever.

In witness whereof I, the said Nancy Jenkins, have hereunto set my hand and seal this eighth day of August, in the year of our Lord one thousand eight hundred and sixty-six.

NANCY JENKINS. [SEAL.]

Signed, sealed, and delivered in the presence of—
M. F. WENTWORTH.
SARAH P. JENKINS.

STATE OF MAINE, *York, ss:*

August 8, 1866, personally appeared Nancy Jenkins and acknowledged the above to be her free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Quitclaim deed from Jane Trefethen to George B. Preble. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 297, page 532. Attest: Samuel Tripp, register. Executed August 14th, 1866. Seaveys Island.

Know all men by these presents:

That I, Jane Trefethen, of Cambridge, in the State of Massachusetts, widow of Henry Trefethen, late of Portsmouth, in the State of New Hampshire, deceased, in consideration of one dollar paid by George B. Preble, of Kittery, in the State of Maine, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said George B. Preble, his heirs and assigns forever, all my right, title, and interest in and to any and all real estate situate on Seaveys Island, so called, in the Piscataqua River, within the said town of Kittery, *intending particularly* to release and relinquish to the said Preble my right of dower in and to the real estate which my late husband, the said Henry Trefethen, with others, conveyed to Thomas Trefethen by deed, dated April 21, 1828, and recorded in York County registry of deeds, book 132, page 233.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging to him, the said George B. Preble, his heirs and assigns forever.

In witness whereof I, the said Jane Trefethen, have hereunto set my hand and seal this fourteenth day of August, in the year of our Lord one thousand eight hundred and sixty-six.

JANE (her x mark) TREFETHEN. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

August 17, 1866, personally appeared Jane Trefethen and acknowledged the above instrument to be her free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Deed from William D. Jenkins to Horatio Bridge, U. S. N. York, *ss.* Registry of deeds. Received November 7, 1866, at 9 h. 30 m. a. m., and recorded in book 301, p. 59, 60. Attest: Samuel Tripp, register. Executed August 31st, 1866. Seaveys Island.

Know all men by these presents:

That I, William D. Jenkins, of the United States Navy, now stationed at the Brooklyn navy-yard, in the State of New York, carpenter, in consideration of the sum of six hundred and forty dollars, paid by Horatio Bridge, of the United States Navy, and now stationed at Washington, D. C., paymaster, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said Horatio Bridge and to his heirs and assigns forever,

A certain lot of land situated on Seaveys Island, in the town of Kittery, within the State of Maine, about 23 by 30 feet, and containing about seven hundred square feet, bounded on three sides by land of said Bridge, and on one side by land of Henry A. Wise, the same being a burying-ground, and formerly used by the Jenkins family as a family burying place; and the said William D. Jenkins hereby relinquishes all right in the above-named premises to use or occupy the same for any purpose of sepulcher or interment whatever, and hereby agrees to remove all bodies buried therein at his own expense before the first day of May next.

To have and to hold the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to the said Horatio Bridge and his heirs and assigns, to their use and behoof forever. And I do covenant with the said Horatio Bridge and his heirs and assigns that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said Horatio Bridge to hold as aforesaid, and that I and my heirs shall and will *warrant and defend* the same to the said Horatio Bridge and to his heirs and assigns forever against the lawful claims and demands of all persons.

In witness whereof I, the said William D. Jenkins, have hereunto set my hand and seal this thirty-first day of August, in the year of our Lord one thousand eight hundred and sixty-six.

W. D. JENKINS. [SEAL.]

Signed, sealed, and delivered in the presence of—
J. H. HAVENS.
J. H. BURRELL.

STATE OF NEW YORK, *County of Kings, ss:*

August 31, 1866, personally appeared the above-named William D. Jenkins and acknowledged the above instrument to be his free act and deed. Before me—

J. H. HAVENS,
Notary Public.

Warranty deed from Samuel C. Dixon and wife to United States of America. York, *ss.* Registry of deeds. Received October 2, 1866, at 3 h. 40 m., p. m., and recorded in book 300, page 32. Attest, Samuel Tripp, register. Executed September 29th, 1866. Seaveys Island.

Know all men by these presents:

That we, Samuel C. Dixon and Lucy M. Dixon, his wife, in her own right, of Strathan, in the State of New Hampshire, in consideration of thirty-seven hundred and eighty dollars and eighty cents, paid by Augustus H. Gilman, agent for the "United States of America," the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said "United States of America" and assigns, forever,

All lots of land and buildings owned by us, or either of us, situated and being on an island called Seaveys Island, in the Piscataqua River, within the town of Kittery and State of Maine, and all the right, title, and interest which we or either of us have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, expectancy, dower, or curtsy, and however we may have acquired the same, whether by purchase, gift, descent, device, or occupation. *Intending especially* to include in this conveyance lot numbered seven (7), as delineated on a plan of said island, made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in York registry of deeds, plan book No. 1, page 69, and to include the lot of land conveyed to said Samuel by James Trefethen, by deed recorded in said registry book 248, page 475. *Together* with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and our rights of passage in the road crossing said island, and all our right, title, and interest in and to the bridge connecting the said island with the said navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said "United States of America," and assigns, to their use and behoof forever. And we do covenant with the said "United States of America," and assigns, that we are lawfully seized in fee of the premises, that they are free of all incumbrances, that we have good right to sell and convey the same to the said United States of America to hold as aforesaid, and that we and our heirs will *warrant and defend* the same to the said "United States of America" and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Samuel C. Dixon and Lucy M. Dixon, have hereunto set our hands and seals this twenty-ninth day of September, in the year of our Lord one thousand eight hundred and sixty-six.

SAMUEL C. DIXON. [SEAL.]
LUCY M. DIXON. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
M. F. WENTWORTH.

STATE OF MAINE, *York, ss:*

SEPTEMBER 29, 1866.

Personally appeared Samuel C. Dixon and Lucy M. Dixon, and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Cushman Prior to United States of America. York, *ss.* Registry of deeds. Received October 2, 1866, at 3 h. 40 m., p. m., and recorded in book 300, page 31. Attest, Samuel Tripp, register. Executed September 29th, 1866. Seaveys Island.

Know all men by these presents:

That I, Cushman Prior, of Strathan, in the State of New Hampshire, in considera-

tion of fifty-six hundred and seventy-one dollars and twenty cents, paid by Augustus H. Gilman, agent for the "United States of America," the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns, forever,

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua River, within the town of Kittery, in the State of Maine, and all the right, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation. *Intending especially* to include in this conveyance lots numbered four (4) and ten (10) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for the county of York, plan book No. 1, page 69.

Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and my rights of passage in the road crossing the said island, and all my right, title, and interest in and to the bridge connecting the said island with the said navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said "United States of America" and assigns, to their use and behoof forever, and I do covenant with the said "United States of America" and assigns that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said "United States of America," to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said "United States of America," and assigns forever, against the lawful claims and demands of all persons.

In witness whereof, we the said Cushman Prior and Deborah R. Prior, wife of the said Cushman Prior, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this twenty-ninth day of September, in the year of our Lord one thousand eight hundred and sixty-six.

CUSHMAN PRIOR. [SEAL.]
DEBORAH R. PRIOR. [SEAL.]

Signed, sealed, and delivered in the presence of—
M. F. WENTWORTH.
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

September 29, 1866, personally appeared Cushman Prior and Deborah R. Prior and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from George B. Preble to United States of America. York, *ss.* Registry of deeds. Received October 2, 1866, at 3 h. 40 m., p. m., and recorded in Book 300, p. 30. Attest, Samuel Tripp, register. Executed October 1st, 1866. Seaveys Island.

Know all men by these presents:

That I, George B. Preble, of Kittery, in the county of York and State of Maine, in consideration of eighteen hundred and ninety dollars and forty cents, paid by Augustus H. Gilman, agent for the "United States of America," the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said "United States of America" and assigns, forever,

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua River, within the said town of Kittery, and all the right, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy,

and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation. *Intending especially* to include in this conveyance lot numbered one (1), as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69.

Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lot, and my right of passage in the road crossing the said island, and all my right, title, and interest in the bridge connecting said island with the said navy-yard; not meaning hereby to convey the island on which I now reside called Jamaica or Preble's Island.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said "United States of America" and assigns, to their use and behoof forever; and I do covenant with the said "United States of America" and assigns that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid.

And that I and my heirs will warrant and defend the same to the said "United States of America" and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said George B. Preble and Harriet E. Preble, wife of the said George B. Preble, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this first day of October, in the year of our Lord one thousand eight hundred and sixty-six.

GEORGE B. PREBLE. [SEAL.]
HARRIET E. PREBLE. [SEAL.]

Signed, sealed, and delivered in the presence of—
(To both.)

FRANCIS BACON.

STATE OF MAINE, *York, ss:*

October 1, 1866, personally appeared George B. Preble and Harriet E. Preble and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Ethan A. Locke and Wife to United States of America. York, *ss.* Registry of deeds. Received October 9, 1866, at 2h. 40m., p. m., and recorded in book 300, page 33. Attest: Samuel Tripp, register. Executed October 4th, 1866. Seaveys Island.

Know all men by these presents:

That we, Ethan A. Locke and Lydia F. Locke, his wife (in her own right), of Kittery, in the county of York and State of Maine, in consideration of three thousand and twenty-four dollars and sixty-four cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns, forever,

All lots of land and buildings owned by us, or either of us, situated and being on an island called Seaveys Island in the Piscataqua River within said town of Kittery, and all the right, title, and interest which we or either of us have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, expectancy, dower, or curtesy, and however we may have acquired the same, whether by purchase, gift, descent, devise, occupation, or by operation of law. *Intending especially* to include in this conveyance lot numbered fourteen (14) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer, of the Kittery navy-yard, and recorded in the registry of deeds for said county, plan *book No. 1, page 69.*

Together with all rights of wharfage and of landing and all aquatic and riparian rights pertaining to the said lot, and our rights of passage in the road crossing said island, and all our right, title, and interest in and to the bridge connecting said island with the navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns, to their use and behoof forever. And we do covenant with the said United States of America and assigns, that we are lawfully seized in fee of the premises; that they are free of all incumbrances; that we have a good right to sell and convey the same to the said United States of America to hold as aforesaid. And that we and our heirs will *warrant and defend* the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Ethan A. Locke and Lydia F. Locke, have hereunto set our hands and seals this fourth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

ETHAN A. LOCKE. [SEAL.]
LYDIA F. LOCKE. [SEAL.]

Signed, sealed, and delivered in presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 4, 1866, personally appeared Ethan A. Locke and Lydia F. Locke and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Horatio Bridge and wife to United States of America. York, *ss.* Registry of deeds, received October 9, 1866, at 2 h. 40 m., p. m., and recorded in book 300, p. 37. Attest: Samuel Tripp, register. Executed October 4th, 1866, Seaveys Island.

Know all men by these presents:

That we, Horatio Bridge and Charlotte M. Bridge, his wife (in her own right), of Washington in the District of Columbia, in consideration of seventeen thousand nine hundred and fifty-nine dollars, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America, and assigns, forever,

All lots of land and buildings owned by us or either of us, situated on an island called Seaveys Island, in the Piscataqua River, within the town of Kittery, in the State of Maine. And all the right, title, and interest which we, or either of us have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, dower, or curtsey. And however we may have acquired the same, whether by purchase, gift, devise, descent, occupation, or by operation of law. *Intending especially* to include in this conveyance lot numbered two (2) as delineated on a plan of said island, made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for the county of York, plan book, No. 1, page 69.

Together with all rights of wharfage, and of landing, and all aquatic and riparian rights pertaining to said lot, and our right of passage in the road crossing said island, as well as the reversion thereof, and all our right, title, and interest in and to the bridge connecting the said island with the navy-yard, reserving the right to occupy the premises and retain possession thereof until the first day of February A. D., 1867.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever, and we do covenant with the said United States of America, and assigns that we are lawfully seized in fee of the premises; that they are free of all incumbrances; that we have good right to sell and convey the same to the said United States of America to hold as aforesaid, and that we and our heirs will *warrant and defend* the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Horatio Bridge and Charlotte M. Bridge, have hereunto set our hands and seals this fourth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

HORATIO BRIDGE. [SEAL.]
CHARLOTTE M. BRIDGE. [SEAL.]

Signed, sealed, and delixered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss.:*

October 4, 1866, personally appeared Horatio Bridge and Charlotte M. Bridge and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Charles A. Walker to United States of America. York, *ss.* Registry of deeds. Received October 9, 1866, at 2 h 40 m., p. m., and recorded in Book 300, page 40. Attest: Samuel Tripp, register. Executed October 4th, 1866, Seaveys Island.

Know all men by these presents:

That I, Charles A. Walker, of Kittery, in the County of York and State of Maine, in consideration of twenty-eight hundred and thirty-five dollars and sixty cents, paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever,

All lots of land and buildings owned by me, situated and being on an island called Seavey's Island in the Piscataqua River within said town of Kittery, and all the right, title and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lot numbered seventeen (17) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county, plan book No. 1, page 69.

Together with my right of passage in the road crossing said island and all my right, title, and interest in and to the bridge connecting said island with the navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns, to their use and behoof forever. And I do covenant with the said "United States of America" and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America, to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said United States of America and assigns forever against the lawful claims and demands of all persons.

In witness whereof we the said Charles A. Walker, and Margaret C. Walker, wife of the said Charles A. Walker, in testimony of her relinquishment of her right of

dower in the above-described premises, have hereunto set our hands and seals this fourth day of October in the year of our Lord one thousand eight hundred and sixty-six.

CHARLES A. WALKER. [SEAL.]
MARGARET C. WALKER. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 4, 1866, personally appeared Charles A. Walker and Margaret C. Walker and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Daniel J. Prior to United States of America. York, *ss.* Registry of deeds. Received October 9, 1866, at 2 h. 40 min. p. m. and recorded in book 300, page 34. Attest, Samuel Tripp, register. Executed October 5th, 1866, Seaveys Island.

Know all men by these presents:

That I, Daniel J. Prior, of Kittery, in the county of York, and State of Maine, in consideration of twenty-eight hundred and thirty-five dollars and sixty cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby, give, grant, bargain, sell and convey unto the said United States of America and assigns forever

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua River, within said town of Kittery, and all the right, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lot numbered twenty-two (22), as delineated on a plan of said island made by B. F. Chandler, esqr., civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69.

Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and my right of passage in the road crossing said island, and all my right, title, and interest in the bridge connecting said island with the navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America, and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises, that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs will *warrant and defend* the same to the said United States of America and assigns forever against the lawful claims and damands of all persons.

In witness whereof we, the said Daniel J. Prior and Matilda B. Prior, wife of the said Daniel J. Prior, in testimony of her relinquishment of her right of dower in the above described premises, have hereunto set our hands and seals this fifth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

DANIEL J. PRIOR. [SEAL.]
MATILDA B. PRIOR. [SEAL.]

Signed, sealed, and delivered in presence of —
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

October 5, 1866, personally appeared Daniel J. Prior and Matilda B. Prior and acknowledged the above instrument to be their free act and deed, before me.

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Henry A. Wise and wife, to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 300, page 49. Attest: Samuel Tripp, register. Executed October 5th, 1866. Seaveys Island.

Know all men by these presents:

That we, Henry A. Wise and Charlotte B. Wise, his wife (in her own right), of Washington, in the District of Columbia, in consideration of twelve thousand nine hundred and thirty-one dollars, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever.

All lots of land and buildings owned by us or either of us, situated and being on an island called Seaveys Island, in the Piscataqua River, within the town of Kittery, in the State of Maine; and all the right, title, and interest which we or either of us have in and to the said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, dower or curtesy, and however we may have acquired the same, whether by purchase, gift, descent, devise, or occupation, or by operation of law. *Intending especially* to include in this conveyance lot numbered eleven (11) on a plan of said island made by B. F. Chandler, civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for the county of York, plan book No. 1, page 69.

Together with all the rights of wharfage and of landing and all aquatic and riparian rights pertaining to the said lot, and our rights of passage in the road crossing the said island, as well as the reversion thereof, and all our right, title, and interest in the bridge connecting the said island with the said navy-yard. Reserving, however, the right to occupy the premises and retain possession thereof until the first day of February, 1867.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns to their own use and behoof forever; and we do covenant with the said "United States of America" and assigns that we are lawfully seized in fee of the premises; that we have good right to sell and convey the same to the said "United States of America," to hold as aforesaid; and that we and our heirs will warrant and defend the same to the said United States of America and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said Henry A. Wise and Charlotte B. Wise, have hereunto set our hands and seals this fifth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

H. A. WISE. [SEAL.]
CHARLOTTE B. WISE. [SEAL.]

Signed, sealed, and delivered in presence of—
FRANCIS BACON.
H. BROF.
Witness to signature of
H. A. WISE.

STATE OF MAINE, *York, ss.:*

October 5, 1866, personally appeared Charlotte B. Wise and acknowledged the above instrument to be her free act and deed before me.

FRANCIS BACON,
Justice of the Peace.

Waranty deed from Thomas A. Sterling to United States of America. York, *ss.* Registry of deed. Received October 9, 1866, at 2 h. 40 m., and recorded in book 300, p. 36. Attest, Samuel Tripp, register. Executed October 6, 1886, Seaveys Island,

Know all men by these presents :

That I, Thomas A. Sterling, of Kittery, in the county of York and State of Maine, in consideration of twenty-eight hundred and thirty-five dollars and sixty-five cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said United States of America and assigns forever—

All lots of land and buildings owned by me situated and being on an island, called Seaveys Island, in the Piscataqua River, within said town of Kittery, and all the right, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, intending especially to include in this conveyance lot numbered "twenty-five" (25), as delineated on a plan of said island made by B. F. Chandler, esqr., civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for said county of York, plan book No. 1, p. 69.

Together with all right of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots and my right of passage in the road crossing said island, and all my right, title, and interest in the bridge connecting said island with the navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns, to their use and behoof forever; and I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises; that they are free from all incumbrances; that I have good right to sell and convey the same to the said United States of America, to hold as aforesaid; and that I and my heirs will *warrant and defend* the same to the said United States of America and assigns forever against the lawful claims of all persons.

In witness whereof we, the said Thomas A. Sterling and Sarah A. Sterling, wife of the said Thomas A. Stirling, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this sixth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

THOMAS A. STERLING. [SEAL.]
SARAH A. STERLING. [SEAL.]

Signed, sealed, and delivered in presence of—

FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 6, 1866: Personally appeared Thomas A. Sterling and Sarah A. Sterling, and acknowledged the above instrument to be their free act and deed, before me.

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Edwin S. Appleton to United States of America. York *ss.* Registry of deeds. Received October 9, 1866, at 2 h. 40 m., and recorded in Book 300, page 39. Attest: Samuel Tripp, register. Executed October 6th, 1866. Seaveys Island.

Know all men by these presents:

That I, Edwin S. Appleton, of Kittery, in the County of York, and State of Maine,

in consideration of two thousand seven hundred and forty-one dollars and eight cents paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever:

All lots of land and buildings owned by me situated and being on an island called Seaveys Island in the Piscataqua River within said town of Kittery, and all the right, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lot numbered twelve (12) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69:

Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and my right of passage in the road crossing said island, and all my right, title, and interest in the bridge connecting said island with the navy-yard:

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns, to their use and behoof forever, and I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises, that they are free from all incumbrances, that I have good right to sell and convey the same to the said United States of America, to hold as aforesaid, and that I and my heirs will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Edwin S. Appleton and Frances R. Appleton, wife of the said Edwin S. Appleton, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this sixth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

EDWIN S. APPLETON. [SEAL.]
FRANCES R. APPLETON. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 6, 1866, personally appeared Edwin S. Appleton and Frances R. Appleton and acknowledged the above instrument to be their free act and deed, before me.

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Charles A. Neal to United States of America. York, *ss.* Registry of deeds. Received October 9, 1866, at 2 h. 40 min. p. m. and recorded in Book 300, page 38. Attest. Samuel Tripp, register. Executed October 6, 1866, Seaveys Island.

Know all men by these presents:

That I, Charles A. Neal, of Kittery, in the county of York and State of Maine, in consideration of three thousand four hundred and two dollars and seventy-two cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever:

All lots of land and buildings owned by me, situated and being on an island called Seavey's Island, in the Piscataqua River, within said town of Kittery, and all the right, title, and interest which I have in and to said island or any portion thereof,

whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lots numbered five (5) and twenty-seven (27), as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69, *together* with all rights of wharfage and of landing and all aquatic and riparian rights pertaining to the said lots, and my right of passage in the road crossing said island, as well as the reversion thereof, and all my right, title, and interest in the bridge connecting said island with the said navy-yard, and all burial places and rights of burial on said island which may have been reserved to me or my heirs, and which may in any way accrue to me or them:

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America, and assigns, to their use and behoof forever, and I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises, that they are free of all incumbrances, that I have good right to sell and convey the same to the said United States of America, to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said United States of America, and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said Charles A. Neal and Ann S. Neal, wife of the said Charles A. Neal, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this sixth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

CHARLES A. NEAL. [SEAL.]
ANN S. NEAL. [SEAL.]

Signed, sealed, and delivered in the presence of—
JOHN H. CHEEVER.
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

October 6, 1866, personally appeared Charles A. Neal and acknowledged the above instrument to be his free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from John Pierce to United States of America. York, *ss.* Registry of deeds. Received October 9, 1866, at 2 h. 40 m. p. m. and recorded in book 300, page 35. Attest. Samuel Tripp, register. Executed October 8th, 1866. Seaveys Island.

Know all men by these presents:

That I, John Pierce, of Kittery, in the county of York and State of Maine, in consideration of two thousand eight hundred and thirty-five dollars and sixty cents, paid by Augustus H. Gilman, agent for the United States of America the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever:

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua River, within the said town of Kittery, and all the right, title, and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation, *intending especially* to include in this conveyance lot numbered thirteen (13) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of

deeds for said County of York, plan book No. 1, page 69, *Together* with my right of passage in the road crossing said island, and all my right, title, and interest in the bridge connecting said island with the navy-yard:

To have and to hold the same with all the privileges and appurtenances thereof, to to the said United States of America, and assigns, to their use and behoof forever. And I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid. And that I and my heirs will *warrant and defend* the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said John Pierce, and Hellen A. Pierce, wife of the said John Pierce, in testimony of her relinquishment of her right of dower in the above described premises, have hereunto set our hands and seals this eighth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

JOHN PIERCE. [SEAL.]
HELLEN A. PIERCE. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 8, 1866, personally appeared John Pierce and Hellen A. Pierce, and acknowledged the above instrument to be their free act and deed, before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Thomas A. Prior, als., to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 300, page 47. Attest. Samuel Tripp, register. Executed October 12th, 1866. Seaveys Island.

Know all men by these presents:

That we, Thomas A. Prior, Ellridge Prior, Mary Frisbee, and Sarah E. Stansbury, of Kittery, in the county of York, and State of Maine, in consideration of seven hundred and sixty-six dollars and forty cents, paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said "United States of America" and assigns forever.

All lots of land and buildings owned by us or either of us, situated and being on an island called Seaveys Island, in the Piscataqua River, in said Kittery, and all the right, title, and interest which we, or either of us, have in and to the said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however we may have acquired the same, whether by purchase, gift, descent, devise, or occupation. *Intending hereby especially* to convey all the right, title, and interest which we, or either of us, have in and to lot numbered "twenty" (20) as delineated on a plan of said island, made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69, said lot having been the homestead of Levi Prior, late of said Kittery, deceased, and descended to us, the said Thomas Ellridge, Mary and Ellen, children, and heirs at law of the said deceased. Our proportion thereof being one-tenth each, or four-tenths in the whole, in common and undivided with the minor children of said deceased. Also, all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to the said lot, and our right of passage in the road crossing said island, and all our right, title, and interest in and to the bridge connecting said island with said navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns to their use and behoof forever. And we do covenant with the said United States of America and assigns, that we are lawfully seized in fee of the premises; that they are free of all incumbrances; that we have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs will *warrant and defend* the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said grantors, and Rebecca F. Prior, wife of the said Ellridge Prior, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this twelfth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

THOMAS A. PRIOR. [SEAL.]
ELLRIDGE PRIOR. [SEAL.]
MARY FRISBEE. [SEAL.]
SARAH E. STANBURY. [SEAL.]
REBECCA F. PRIOR. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 12, 1866, personally appeared Thomas A. Prior, Ellridge Prior, Mary Frisbee, and Sarah E. Stansbury, and acknowledged the above instrument to be their free act and deed. Bfeore me—

FRANCIS BACON,
Justice of the Peace.

Deed from Sarah Prior, guardian, to United States of America. York *ss.* Registry of deeds. Received October 20, 1886, at 7 p. m., and recorded in book 301, pages 15 and 17. Attest. Samuel Tripp, register. Executed October 12th, 1866. Seaveys Island.

Know all men by these presents:

That I, Sarah Prior, guardian of William W. Prior, Martha Prior, Levi W. Prior, Walter H. Prior, Eva H. Prior, and Windfield S. Prior, minors and children of Levi Prior, late of Kittery, in the county of York, State of Maine, deceased, having obtained license from the honorable Edward E. Bourne, judge of probate for said county, at a court held at Alfred, within and for said county, June 5, 1866, to sell and convey the real estate of the said minors at public auction or private sale, did, on the twelfth day of October, A. D. 1866, pursuant to the license aforesaid, sell at private sale to the United States of America the estate hereinafter described for the sum of eleven hundred and forty-nine dollars and sixty cents.

All the right, title, and interest of the said minors in and to the homestead lot and buildings of the said Levi Prior, deceased, situated on Seaveys Island, in Piscataqua River, in Kittery aforesaid, and bounded by lands of James Trefethen, William Tarlton, Daniel Trefethen, and by said river, being lot numbered "twenty" (20), as delineated on a plan of said island, made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in York registry of deeds plan book No. 1, page 69.

Together with the reversion of the widow's dower in said lot and buildings, said minor's proportion of the premises being one-tenth each, or six-tenths in the whole, in common and undivided with the other children of the said deceased. Also all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lot, and all the right, title, and interest of said minors in and to the bridge connecting said island with the Kittery Navy-Yard.

Therefore I, the said Sarah Prior, by virtue of the power and authority with which I am as aforesaid vested, and in consideration of the aforesaid sum of eleven hundred and forty-nine dollars and sixty cents, to me paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof I do hereby acknowledge, have given, granted, and sold, and by these presents do give, grant, sell, and convey to the said United States of America, and assigns forever, the above-described premses, with all the privileges and appurtenances to the same belonging.

To have and to hold the same in manner aforesaid to the said United States of America and assigns forever. And I, the said Sarah Prior, in my said capacity, do covenant to and with the said United States of America and assigns, that I have in all things observed the rules and directions of the law in selling said estate, and have good right and lawful authority to sell and convey the same in manner as aforesaid.

In witness whereof I have hereunto set my hand and seal in my said capacity, this twelfth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

SARAH PRIOR. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON,
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss*:

October 12, 1866, personally appeared the above-named Sarah Prior, and acknowledged the above instrument to be her free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Quitclaim deed from Sarah Prior to United States of America. York, *ss*. Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 297, page 537. Attest. Samuel Tripp, register. Executed October 12, 1866. Seaveys Island.

Know all men by these presents:

That I, Sarah Prior, of Kittery, in the county of York and State of Maine, in consideration of nine hundred and fifty-seven dollars and forty-one cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby remise, release, bargain, sell, and convey and forever quitclaim unto the said United States of America, heirs and assigns forever, all my right, title, and interest in and to any and all real estate on Seaveys Island, in the Piscataqua River, in said Kittery, and I do especially release and quitclaim unto the said United States of America my right of dower in and to the lot of land and buildings of which my late husband, Levi Prior, died seized and possessed, which lot is numbered "twenty" (20) on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy yard, and recorded in York registry of deeds, plan book No. 1, page 69, and also my right of dower as widow of the said deceased in and to any other portion of said island:

To have and to hold the same, together with all the privileges and appurtenances thereto belonging, to the said United States of America and assigns forever.

In witness whereof I, the said Sarah Prior, have hereunto set my hand and seal, this twelfth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

SARAH PRIOR. [SEAL.]

Signed, sealed, and delivered in presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 12, 1866, personally appeared Sarah Prior and acknowledged the above instrument to be her free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from William Morse to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in Book 300, page 50. Attest: Samuel Tripp, register. Executed October 13th, 1866. Seaveys Island.

Know all men by these presents:

That I, William Morse, of Kittery, in the county of York and State of Maine, in consideration of three thousand one hundred and nineteen dollars and sixteen cents, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever:

All lots of land and buildings owned by me situated and being on an island called Seaveys Island in the Piscataqua River, within the said town of Kittery, and all the right, title, and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lot numbered "twenty-four" (24), as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county, plan book No. 1, page 69, *together* with all my right of passage in the road crossing said island, as well as the reversion thereof, and all my right, title, and interest in and to the bridge connecting said island with the navy-yard, and all my right of way and other easements which I now enjoy and to which I am entitled on said island:

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America, and assigns, to their use and behoof forever. And I do covenant with the said United States of America, and assigns that I am lawfully seized in fee of the premises, that they are free of all incumbrances, that I have good right to sell and convey the same to the said United States of America, to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said United States of America, and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said William Morse and Emily I. Morse, wife of the said William Morse, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals, this thirteenth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

WILLIAM MORSE. [SEAL.]
EMILY I. MORSE. [SEAL.]

Signed, sealed, and delivered in the presence of—

FRANCIS BACON,
JOHN H. CHEEVER,
SETH STERLING.

STATE OF MAINE, *York, ss:*

October 13, 1866, personally appeared William Morse and Emily I. Morse and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Daniel Trefethen to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m. and recorded in book 300, page 44. Attest, Samuel Tripp, Register. Executed October 16, 1866, Seavey's Island.

Know all men by these presents:

That I, Daniel Trefthen, of Kittery, in the county of York and State of Maine, in consideration of ten thousand and five hundred dollars, paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever:

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island in the Piscataqua River, within said town of Kittery, and all the right, title, and interest which I have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyanee lots numbered "nine" (9) and twenty-one (21) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69, *together* with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to the said lots, and my right of passage in the road crossing said island, and all my right, title, and interest in and to the bridge connecting said island with the navy-yard:

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns, to their use and behoof forever; and I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises, that they are free from all incumbrances, that I have good right to sell and convey the same to the said United States of America to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said United States of America and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said Daniel Trefethen and Abbie R. Trefethen, wife of the said Daniel Trefethen, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this sixteenth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

DANIEL TREFETHEN. [SEAL.]
ABBIE R. TREFETHEN. [SEAL.]

Signed, sealed, and delivered in the presence of—

FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 16, 1866, personally appeared Daniel Trefethen and Abbie R. Trefethen and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from James Trefethen to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 p. m. and recorded in book 300, page 45. Attest. Samuel Tripp, register. Executed October 16th, 1866. Seaveys Island.

Know all men by these presents:

That I, James Trefethen, of Kittery, in the county of York and State of Maine, in consideration of three thousand seven hundred and eighty dollars and eighty cents paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever.

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua River, within said town of Kittery, and all the

right, title, and interest which I have in and to the said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lots numbered six (6) and eighteen (18) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69.

Together with all rights of wharfage and of landing, and all aquatic and riparian rights pertaining to the said lots, adn the right of passage in the road crossing said island as well as the reversion thereof, and all my right, title, and interest in the bridge connecting said island with the said navy-yard, and all burial places and rights of burial on said island that may have been reserved to me or my heirs, and which may in any way accrue to me or them.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns to their use and behoof forever; and I do covenant with the said United States of America and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said United States of America and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said James Trefethen and Eunice Trefethen, wife of the said James Trefethen, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals, this sixteenth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

JAMES TREFETHEN. [SEAL.]
EUNICE her x mark TREFETHEN.

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 16, 1866, personally appeared James Trefethen and Eunice Trefethen and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from John C. Prior and wife to the United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 300, page 46. Attest. Samuel Tripp, register. Executed 17th October, 1866. Seaveys Island.

Know all men by these presents:

That we, John C. Prior, of Kittery, in the county of York and State of Maine, and Elizabeth C. Prior, wife of the said Prior, in her right, in consideration of four thousand dollars paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever.

All lots of land and buildings owned by us situated and being on an island called Seaveys Island, in the Piscataqua River, within said town of Kittery, and all the right, title, and interest which I have in and to the said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lot numbered twenty-three (23) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69.

Together with all the rights of wharfage and of landing, and all aquatic and riparian rights pertaining to said lots, and our right of passage in the road crossing said island, and all our right, title, and interest in the bridge connecting said island with the navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof to the said United States of America and assigns to their use and behoof forever; and we do covenant with the said United States of America and assigns that we are lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that we and our heirs will *warrant and defend* the same to the said United States of America and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said John C. Prior and Elizabeth C. Prior, in her own right, as aforesaid, and in testimony of her relinquishment of her right of dower in the above described premises, have hereunto set our hands and seals, this seventeenth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

JOHN C. PRIOR. [SEAL.]
ELIZABETH C. G. PRIOR. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 17, 1866, personally appeared John C. Prior and Elizabeth C. G. Prior and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Henry F. Hutchings to United States of America. York, *ss.* Registry of deeds. Received October 20, 1866, at 7 h. p. m., and recorded in book 300, page 48. Attest. Samuel Tripp, register. Executed October 17th, 1866. Seaveys Island.

Know all men by these presents:

That I, Henry F. Hutchings, of Kittery, in the county of York and State of Maine, in consideration of three thousand two hundred and thirteen dollars and sixty-eight cents paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever.

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua River, within the said town of Kittery, and all the right, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lot numbered eight (8), as delineated on a plan of said island, made by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds of said county of York, plan book No. 1, page 69.

Together with my right of passage in the road crossing said island, and all my right, title, and interest in the bridge connecting said island with the navy-yard.

To have and to hold the same with all the privileges and appurtenances thereof to the said United States of America and assigns, to their use and behoof forever and I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America to hold as aforesaid; and that I and my heirs will warrant and defend the same to the said United States of America, and assigns forever against all lawful claims and *demands of all* persons.

In witness whereof we, the said Henry F. Hutchings and Parmelia A. Hutchings, wife of the said Henry F. Hutchings, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this seventeenth day of October in the year of our Lord one thousand eight hundred and sixty-six.

HENRY F. HUTCHINGS. [SEAL.]
PARMELIA A. HUTCHINGS. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE of MAINE, *York, ss:*

October 17, 1866, personally appeared Henry F. Hutchings and Parmelia A. Hutchings and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Seth Sterling to United States of America. York, *ss.* Registry of deeds. Received October 29, 1866, at 11 h. 30 m., a. m., and recorded in book 300, page 56. Attest. Samuel Tripp, register. Executed October 23d, 1866. Seaveys Island.

Know all men by these presents:

That I, Seth Sterling, of Kittery, in the county of York, and State of Maine, in consideration of two thousand eight hundred and thirty-five dollars and sixty cents paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever

All lots of land and buildings owned by me situated and being on an island called Seaveys Island in Piscataqua River, within the said town of Kittery, and all the right, title, and interest which I have in and to the said island or any portion thereof whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise, or occupation, *intending especially* to include in this conveyance lot numbered fifteen (15) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69.

Together with all my right of passage in the road crossing said island as well as the reversion thereof, and all my right, title, and interest in and to the bridge connecting said island with the navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns to their use and behoof forever. And I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said United States of America, to hold as aforesaid; and that I and my heirs will warrant and defend the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof, we, the said Seth Sterling and Mary A. Sterling, wife of the said Seth Sterling, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals, this twenty-third day of October, in the year of our Lord one thousand eight hundred and sixty-six.

SETH STERLING. [SEAL.]
MARY A. STERLING. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 23, 1866, personally appeared Seth Sterling and Mary A. Sterling, and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from Thomas H. Abrams to United States of America. York, *ss.* Registry of deeds. Received October 29, 1866, at 11 h. 30 m., a. m., and recorded in book 300, page 55. Attest: Samuel Tripp, register. Executed October 23, 1866. Seaveys Island.

Know all men by these presents:

That I, Thomas H. Abrams, of Kittery, in the county of York, and State of Maine, in consideration of six thousand and eleven dollars and forty-eight cents paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever

All lots of land and buildings owned by me situated and being on an island called Seaveys Island, in the Piscataqua River, within said town of Kittery, and all the right, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation, *intending especially* to include in this conveyance lot numbered three (3) as delineated on a plan of said island made by B. F. Chandler, esq., civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for said county of York, plan book No. 1, page 69.

Together with all rights of wharfage and of landing and all aquatic and riparian rights pertaining to said lots, and my right of passage in the road crossing said island, as well as the reversion thereof, and all my right, title, and interest in the bridge connecting said island with the said navy-yard, and all burial places and rights of burial on said island which may have been reserved to me or my heirs and which may in any way accrue to me or them.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said United States of America and assigns to their use and behoof forever. And I do covenant with the said United States of America and assigns that I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have a good right to sell and convey the same to the said United States of America, to hold as aforesaid; and that I and my heirs will *warrant and defend* the same to the said United States of America and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we, the said Thomas H. Abrams and Martha Abrams, wife of the said Thomas H. Abrams, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this twenty-third day of October, in the year of our Lord one thousand eight hundred and sixty-six.

THOMAS H. ABRAMS. [SEAL.]
MARTHA ABRAMS. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 23, 1866, personally appeared Thomas H. Abrams and Martha Abrams and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Quitclaim deed from Charles B. Odiorne and als. to United States of America. York, *ss.* Registry of deeds. Received November 7, 1866, at 9 h. 30 m. a. m., and recorded in book 301, pages 60 and 61. Attest. Samuel Tripp, register. Executed October 24th, 1866. Seaveys Island.

Know all men by these presents:

That we, Charles B. Odiorne, of Rye, Woodbury Gerrish, and Ellen T. Gerrish, his wife, in her right, of Portsmouth, and Lucy M. Odiorne, of Greenland, all in the State of New Hampshire, in consideration of twenty-two hundred and seventy-five dollars and ninety-five cents paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof we do hereby acknowledge, do hereby remise, release, bargain, sell, and convey, and forever quitclaim unto the said United States of America and assigns forever

All lots of land and buildings owned by us or either of us, situated and lying on an island called Seaveys Island, in the Piscataqua River, within the town of Kittery, in the State of Maine, and all the right, title, and interest which we, or either of us, have in and to said island or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, expectancy, dower, or curtesy, or other life estate, and however we may have acquired the same, whether by purchase, gift, descent, devise, or occupation, intending especially hereby to convey all the right, title, and interest which we, or either of us, have in and to lot numbered twenty-six (26), as delineated on a plan of said island made by B. F. Chandler, esqr., civil engineer of the KitteryNavy-Yard, and recorded in the registry of deeds for the county of York, plan book No. 1, page 69, which lot with the buildings thereon was by the last will of Samuel Odiorne, deceased, devised to the said Lucy M. Odiorne, his wife, for life, with remainder over to the brother and sisters of the said deceased, the said Charles B. Odiorne and Ellecn T. Gerrish being his brother and sister, and their interests in the premises being one-third each in remainder after the termination of the life estate of the said Lucy M. Odiorne, and we also release and quitclaim to the said United States all right of wharfage and landing and all aquatic and riparian rights pertaining to said lot, and all our rights, title, and interest in the bridge connecting said island with the navy-yard—

To have and to hold the same, together with all the privileges and appurtenances thereto belonging, to the said United States of America and assigns forever; and we do covenant with the said United States of America and assigns, that we will warrant and forever defend the premises to the said United States of America and assigns forever against the lawful claims and demands of all persons claiming by, through, or under us.

In witness whereof we, the said Charles B. Odiorne, Woodbury Gerrish, Ellen T. Gerrish, and Lucy M. Odiorne, and Mary S. Odiorne, wife of the said Charles B. Odiorne, in testimony of her relinquishment of her right of dower in the premises, have hereunto set our hands and seals this twenty-fourth day of October, in the year of our Lord one thousand eight hundred and sixty-six.

CHARLES B. ODIORNE. [SEAL.]
LUCY M. ODIORNE. [SEAL.]
WOODBURY GERRISH. [SEAL.]
ELLEN T. GERRISH. [SEAL.]
MARY S. ODIORNE. [SEAL.]

Signed, sealed, and delivered in the presence of—
M. F. WENTWORTH.
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

October 24, 1866, personally appeared Charles B. Odiorne, Woodbury Gerrish, Ellen T. Gerrish, Lucy M. Odiorne, and Mary S. Odiorne, and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Deed from Mark F. Wentworth to United States of America. York, *ss.* Registry of deeds. Received October 29th, 1866, at 11 h. 30 m. a. m., and recorded in book 301, pages 31 and 32. Attest. Samuel Tripp, register. Executed October 24th, 1866, Seaveys Island.

Know all men by these presents:

That I, Mark F. Wentworth, guardian of Sarah F. Neale, a minor and heir-at-law of Samuel Odiorne, late of Kittery, in the county of York and State of Maine, deceased, having obtained license from the honorable Edward E. Bourne, judge of probate for said county of York, at a court held at Limerick within and for said county, on the fourth day of September, A. D. 1866, to sell and convey the real estate of the said minor at public auction or private sale, did on the twenty-fourth day of October, A. D. 1866, pursuant to the license aforesaid, sell at private sale to the said United States of America the estate hereinafter described for the sum of four hundred and thirty-three dollars. *All* the right, title, and interest of the said Sarah F. Neale in and to a certain island, called Seaveys Island, and especially in and to the lot of land and buildings of which the said Samuel Odiorne died seized and possessed, being lot numbered "twenty-six" (26) on a plan of said island, made by B. F. Chandler, esq., civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for said county, plan book No. 1, page 69. Also the right of wharfage, and of land, and all aquatic and riparian rights pertaining to the said lot; *and all* the right, title, and interest of said minor in and to the bridge connecting said island with the navy-yard, the interest of said minor in the premises being one undivided third in remainder after the termination of the life estate of the widow of the said deceased.

Therefore I, the said Mark F. Wentworth, by virtue of the power and authority with which I am as aforesaid vested, and in consideration of the aforesaid sum of four hundred and thirty-three dollars, to me paid by Augustus H. Gilman, agent for the United States of America, the receipt whereof I do hereby acknowledge, have given, granted, and sold, and by these presents do give, grant, sell, and convey to the said United States of America and assigns forever, the above described premises, with all the privileges and appurtenances to the same belonging.

To have and to hold the same, in manner as aforesaid, to the said United States of America and assigns forever, and I, the said Mark F. Wentworth, in my said capacity, do covenant to and with the said United States of America and assigns that I have in all things observed the rules and directions of the law in selling said estate and have good right and lawful authority to sell and convey the same in manner as aforesaid.

In witness whereof I have hereunto set my hand and seal in my said capacity, this twenty fourth day of October, in the year of our Lord, one thousand eight hundred and sixty-six.

M. F. WENTWORTH. [SEAL.]

Signed, sealed, and delivered in presence of—
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

October 24, 1866, personally appeared the above-named Mark F. Wentworth, and acknowledged the above intrument to be his free act and deed.

FRANCIS BACON,
Justice of the Peace.

Warranty deed from William Tarlton to United States of America. York, *ss.* Registry of deeds. Received October 29, 1866, at 11 h. 40 min. a. m., and recorded in book 300, page 57. Attest. Samuel Tripp, register. Executed October 27, 1866, Seaveys Island.

Know all men by these presents:

That I, William Tarlton, of Kittery, in the county of York, and State of Maine,

in consideration of three thousand two hundred and thirteen dollars and sixty-eight cents paid by Augustus H. Gilman, agent of the "United States of America," the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever.

All lots of land and buildings owned by me, situated and being on an island called Seaveys Island, in the Piscataqua River, within said town of Kittery, and all the rights, title, and interest which I have in and to said island, or any portion thereof, whatever said interest may be, whether in fee simple, reversion, remainder, or expectancy, and however I may have acquired the same, whether by purchase, gift, descent, devise or occupation. *Intending especially* to include in this conveyance lot numbered nineteen (19) as delineated on a plan of the said island, made by B. F. Chandler, esqr., civil engineer of the Kittery Navy-Yard, and recorded in the registry of deeds for said county, plan book No. 1, page 69.

Together with all right of wharfage and of landing, and all aquatic and riparian rights pertaining to the said lot. And my right of passage in the road crossing said island, as well as the reversion thereof. And all my right, title, and interest in and to the bridge connecting said island with said navy-yard.

To have and to hold the same, with all the privileges and appurtenances thereof, to the said "United States of America" and assigns, to their use and behoof forever. And I do covenant with the said "United States of America" and assigns that I am lawfully seized in fee of the premises; that they are free from all incumbrances; that I have good right to sell and convey the same to the said "United States of America" to hold as aforesaid, and that I and my heirs will *warrant and defend* the same to the said "United States of America" and assigns forever against the lawful claims and demands of all persons.

In witness whereof we, the said William Tarlton and Mary Tarlton, wife of the said William Tarlton, in testimony of her relinquishment of her right of dower in the above-described premises, have hereunto set our hands and seals this twenty-seventh day of October, in the year of our Lord one thousand eight hundred and sixty-six.

WILLIAM TARLTON. [SEAL.]
MARY TARLTON. [SEAL.]

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.
JOHN H. CHEEVER.

STATE OF MAINE, *York, ss:*

October 27, 1866, personally appeared William Tarlton and Mary Tarlton, and acknowledged the above instrument to be their free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

Warranty deed from school district No. 8, Kittery, to United States of America. York, *ss.* Registry of deeds. Received November 12, 1866, at 1 h. 40 m. p. m., and recorded in book 301, pages 70 and 71. Attest: Samuel Tripp, register. Executed November 3d, 1866. Seaveys Island.

Know all men by these presents:

That the inhabitants of school district number eight, in the town of Kittery, in the county of York, and State of Maine, in consideration of one dollar, paid by Augustus H. Gilman, agent of the United States of America, the receipt whereof they do hereby acknowledge, do hereby give, grant, bargain, sell, and convey unto the said United States of America and assigns forever

A lot of land, and the building or schoolhouse thereon, situated and being on an island called Seaveys Island, in the Piscataqua River, within the said town of Kittery, being lot numbered sixteen (16), as delineated on a plan of said island, made

by B. F. Chandler, esq., civil engineer of the Kittery navy-yard, and recorded in the registry of deeds for said county, plan book No. 1, page 69, and being the same lot that Cushman Prior conveyed to said school district by deed recorded in said registry book 270, page 64, together with the reversionary interest in the said school district (if any) in the road crossing said island,

To have and to hold the same, with all the privileges and appurtenances thereof, to the said "United States of America," and assigns, to their use and behoof forever.

In witness whereof, the said inhabitants, by the hand of Daniel J. Prior, agent for said district, hereunto duly authorized by a vote of the inhabitants of said school district No. 8, at a meeting legally holden for that purpose, have hereunto set their seal, and the said agent, duly authorized by vote as aforesaid, has hereunto set his hand, this third day of November, in the year of our Lord one thousand eight hundred and sixty-six.

DANIEL J. PRIOR. [SEAL.]
School Agent.

Signed, sealed, and delivered in the presence of—
FRANCIS BACON.

STATE OF MAINE, *York, ss:*

November 3, 1866, personally appeared Daniel J. Prior, and acknowledged the above instrument to be his free act and deed. Before me—

FRANCIS BACON,
Justice of the Peace.

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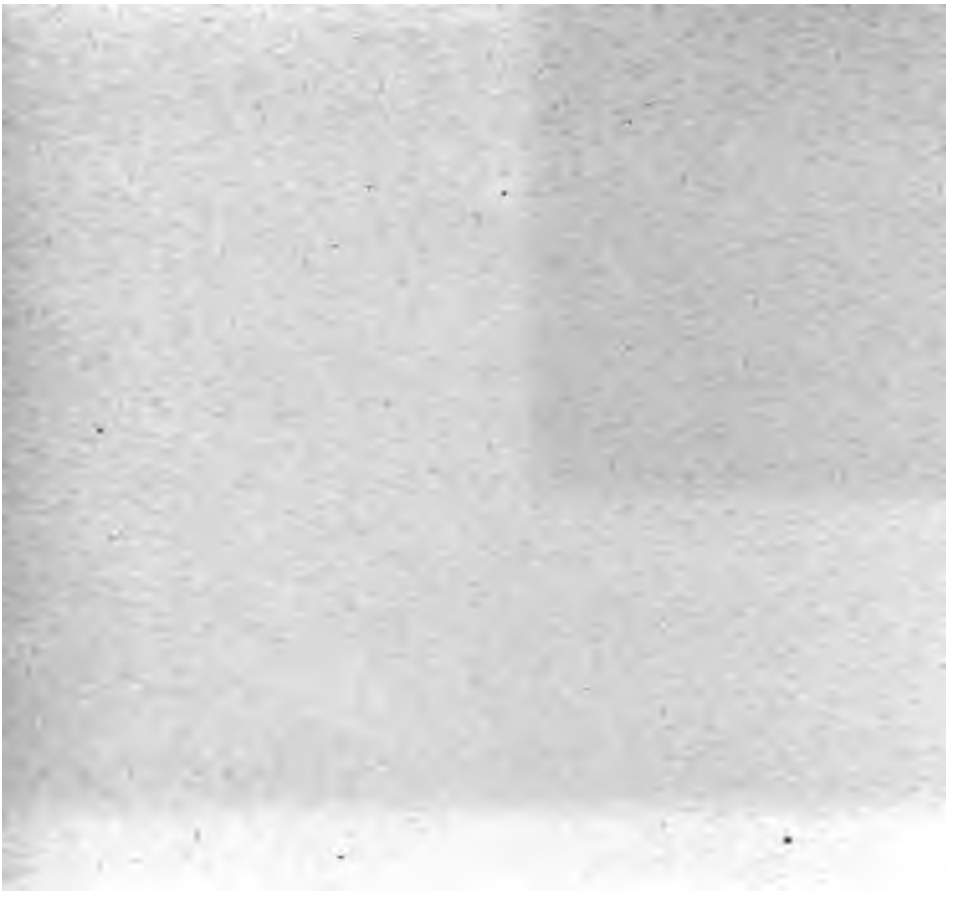
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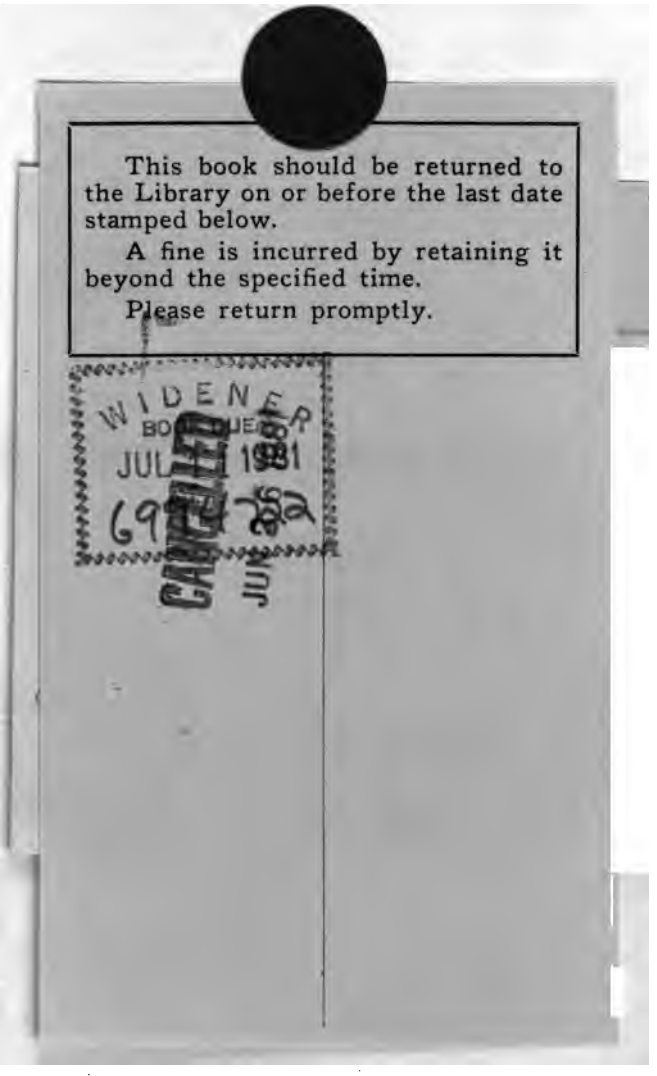











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